The Literary Digest

NEW YORK, JANUARY 17, 1931

TOPICS OF THE DAY

Rail Mergers That May Clear the Prosperity Track

"THE STRIDENT AND AGGRESSIVE ATTERBURY, the diffident and watchful Crowley, the testy and precise Willard, and the urbanely businesslike Van Sweringen brothers," to quote a newspaper description, made the opening days of 1931 a momentous week in railroad history.

For these heads of the four largest Eastern railroads ended a ten-year deadlock when they gave President Hoover the opportunity to announce that they had agreed on a unification of the multitudinous railway lines of the Northeast into four great systems. At once, to quote the financial editor of the Cleveland *News*, Washington was "all aglow," Wall Street was envisaging a new day, and bankers were looking happy as they saw the bond market recovering a lost bloom.

"Solving the railroad tangle," says the Boston *Post*, "may be the big factor in breaking the depression deadlock." The Chicago *Post*, one of a dozen papers hailing the announcement as a step toward general business recovery, makes the point that:

Another Wallop
—Byck in the Brooklyn "Times."

"In past depressions, some powerful and decisive factor forced the turning of the business and industrial trend. In 1920, for example, it was the housing shortage which brought a record construction boom of nine years' duration. In 1931 it may well prove that the agreement between the Eastern rail chiefs was the lever which started economic confidence in the right direction."

WHAT has really been accomplished, declares the Philadelphia *Record*, "has been a redrafting of the transportation map of half a continent; a rearrangement of the industry in the vast, populous territory lying between the Mississippi and the Atlantic, excluding New England, and the distant South."

And these railroad executives have done this, as the New York *Journal of Commerce* tells us, "not because they were idealists or philanthropists, but because they have felt that better management and a more profitable as well as a more serviceable business could be developed if they were allowed to give up the friction of competition."

For ten years the big Eastern lines have been trying to find a basis for consolidation in four systems, the Washington correspondents remind us. The Transportation Act of 1920 authorizes the Interstate Commerce Commission to approve voluntary consolidation. There have been years of negotiations with tentative consolidation plans being offered, including the Commission's own plan for five systems—New York Central, Pennsylvania, Baltimore and Ohio, Chesapeake and Ohio-Erie-Nickel Plate, and the so-called Wabash-Seaboard system.

For some weeks a new set of negotiations had been in progress, undertaken, according to President Hoover's announcement, at his suggestion "in the hope of effecting the consolidation policies declared by Congress in 1920, and especially at this time as a contribution to the recovery of business by enlarging opportunity for employment and by increasing the financial stability of all the railways, and particularly some of the weaker roads." In this announcement of December 30 the President points out that the agreement consolidating the roads into four systems came only after years of delay that retarded railroad development and diminished the railroads' ability to meet new forms of competition. He says:

"The plan, of course, must be submitted to the Interstate Commerce Commission, who have the independent duty to determine if it meets with every requirement of public interests."

A DAY or two later the railroad executives submitted their plan in a letter to the Interstate Commerce Commission, outlining the allocation of the larger railroads into four systems as shown in the maps reproduced on the next page. J. F. Essary, in a Washington dispatch to the Baltimore *Sun*, says that the railroad heads are convinced—

"That under the scheme every important center and industrial community in the Eastern territory will be served by at least two competing railroads.

"That the capital distribution is such as to enable each system to earn a fair return.

"That the highly important factor, the disposition of steam coal, has been so taken into account and evenly balanced that each system can protect the industry in its territory.

"That the mileage is balanced correctly."

BECAUSE of the tentative character of some of the arrangements, it is impossible to give the exact figures on comparative mileage, capitalization, and assets. The New York *Times*, however, makes an estimate that the new New York Central system will have a first-track mileage of 7,913, that the outstanding stock at par will be worth $584,145,540, and that its total assets will be $1,945,336,000; that the Pennsylvania system, with 13,034 miles of track, will be capitalized at $914,248,400, and have an asset value of $2,428,664,000; the new Baltimore and Ohio mileage will be 8,838, the stock value $522,509,000, and the total assets $1,964,579,000; and the Van

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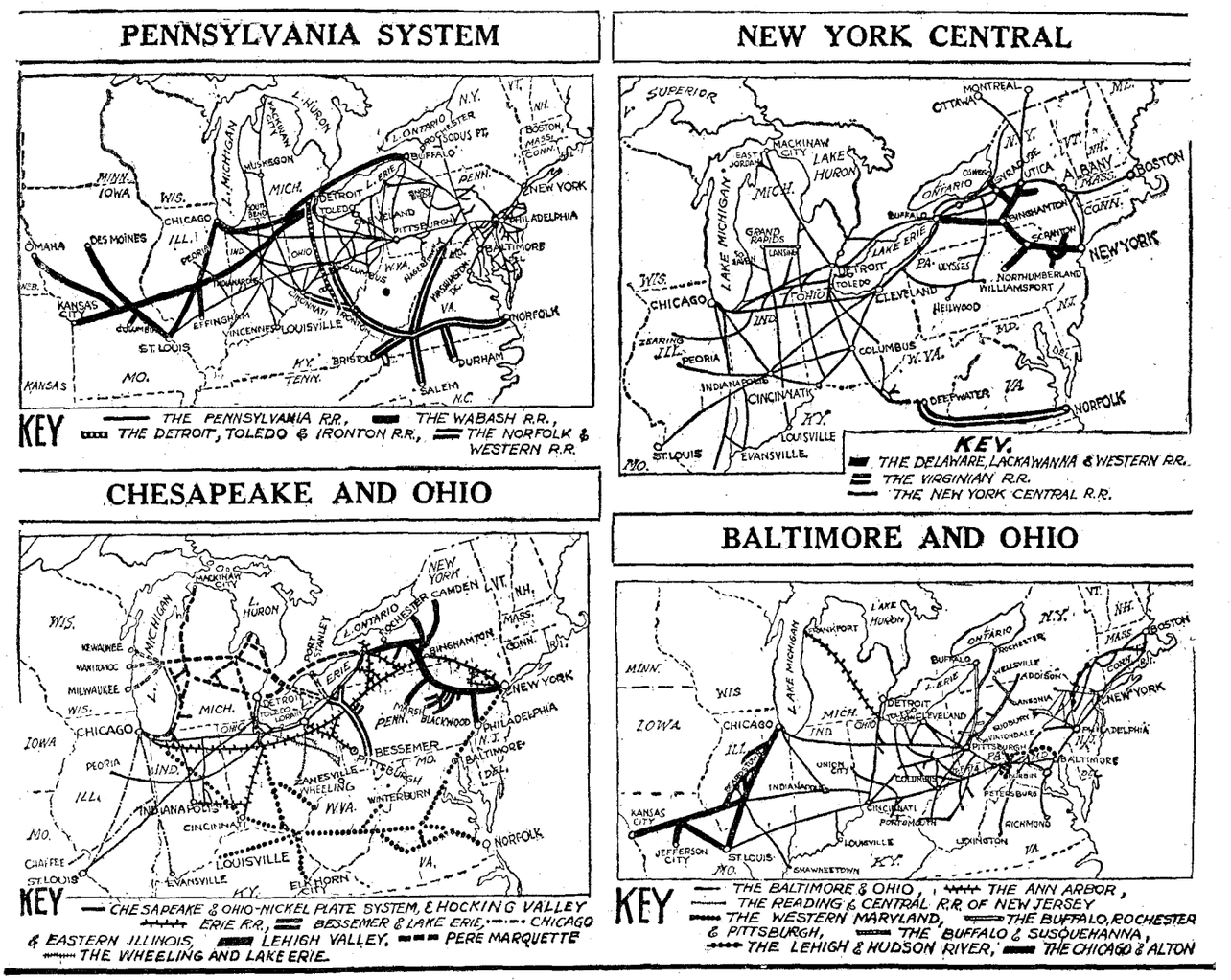
PENNSYLVANIA SYSTEM
KEY — THE PENNSYLVANIA R.R., — THE WABASH R.R., THE DETROIT, TOLEDO & IRONTON R.R., — THE NORFOLK & WESTERN R.R.
NEW YORK CENTRAL
KEY. THE DELAWARE, LACKAWANNA & WESTERN R.R. THE VIRGINIAN R.R. THE NEW YORK CENTRAL R.R.
CHESAPEAKE AND OHIO
KEY — CHESAPEAKE & OHIO-NICKEL PLATE SYSTEM, & HOCKING VALLEY, ERIE R.R., — BESSEMER & LAKE ERIE, CHICAGO & EASTERN ILLINOIS, — LEHIGH VALLEY, PERE MARQUETTE, THE WHEELING AND LAKE ERIE.
BALTIMORE AND OHIO
KEY — THE BALTIMORE & OHIO, THE ANN ARBOR, THE READING & CENTRAL R.R. OF NEW JERSEY, THE WESTERN MARYLAND, — THE BUFFALO, ROCHESTER & PITTSBURGH, — THE BUFFALO & SUSQUEHANNA, THE LEHIGH & HUDSON RIVER, — THE CHICAGO & ALTON

From the Chicago *Tribune*

The New Big Four Trunk Lines of the East as Worked Out by the Railroad Executives

Sweringen system, comprising the Chesapeake and Ohio, Nickel Plate, Erie, and Lehigh Valley, will have a mileage of 8,106, stock value of $529,742,000, and assets of $1,746,863,000.

It is not easy for the average person to visualize the purposes and effects of the proposed consolidation, writes David Rankin Barbee in the Washington *Post*—

"We think of a railroad as we see it and use it—cannon-ball trains, de luxe service, elegant smoking- and dining-cars, locomotives that throb with intense passion, hours clipt from schedules between Washington and Chicago, beautiful scenery, and bridges that carry you over turbulent rivers, surpassed in engineering cunning only by tunnels that pierce high mountains. This is the luxury of railroading, and is often carried on the books in red ink.

"If it was only to better serve the public with high-speed trains, barber-shops, and bathing-parlors, you would never hear from the carriers one word about consolidation.

"But it is the Virginia and West Virginia coal-fields, the grain centers on the Great Lakes, Buffalo chiefly, which mill a large part of the Canadian wheat crop, and industrial centers like Pittsburgh, Cleveland, Cincinnati, and Louisville, and seaports like New York, Philadelphia, Baltimore, and Norfolk these railroad executives have in mind in their planning."

PRESIDENT DANIEL WILLARD of the Baltimore and Ohio has said that a beginning of the actual physical union may be made in from four to six months. But Mr. Barbee warns us humorously that many snags "will have to be pulled out of the channel of this consolidation before the way will be opened for all the choochoo trains to be running happy on their way." For instance, there must be formal hearings before the Interstate Commerce Commission, with inquiries "to see that the proposed consolidation is not against the public interest." And this will take time. It is obvious that there will also be a fight in Congress, altho positive action will have to be taken to block the program, since the Interstate Commerce Commission has full power to go ahead. Senator Couzens (Rep. Mich.) is Chairman of the Senate Interstate Commerce Committee. He insists that his committee will study this consolidation carefully. He fears that it "is more the result of high finance than it is in the public interest." Senator Brookhart will insist on thorough investigation. "Unless it is shown it is in the public interest, and unless it is shown they propose to take care of the men already employed on these railroads," Senator Wheeler (Dem. Mont.) says he "will be opposed to it."

The chief factor making for delay, say the correspondents, will be a fight on the part of railway labor. Writing in the Washington *Star*, Frederick William Wile says that railroad-labor leaders favor pending legislation holding up consolidation until special protection is provided for railroad workers. "The men are not alarmed merely over the question of losing jobs," says Mr. Wile; thousands of them are already out of work. But they fear that consolidation "will devastate their cherished 'seniority' system," also that there will be shifting of repair-shops from point to point, and they "are convinced that these are matters which have had little or no attention."

But Theodore C. Wallen, writing in the New York *Herald Tribune*, says the carriers have agreed to protect the 500,000 employees affected. And then Charles F. Speare, of the Consolidated Press, hears from one of the leaders in the negotiations that the plan will provide many new jobs, since a great deal

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of improvement and extension work will be started that has been put aside for years, "owing to the unwillingness of all the Eastern lines to increase capital expenditures that might be voided by a rearrangement of railroad ownership in the trunk-line territory." And *The Wall Street Journal* observes that "if the railroads are not soon helped to help themselves, as here proposed and in other ways, they will perforce discharge more employees during the next year or two than would be affected by approved mergers."

While a number of Senators may take Mr. Couzens's attitude, the Boston *Transcript's* Washington correspondent points out that there will be no real Democratic opposition to the measure. Chairman Parker of the House Committee on Interstate and Foreign Commerce emphatically approves the merger plan, believing that its "natural result will be better service, lower rates, and more economical operations."

Several Washington correspondents say that the Interstate Commerce Commission will eventually approve the plan.

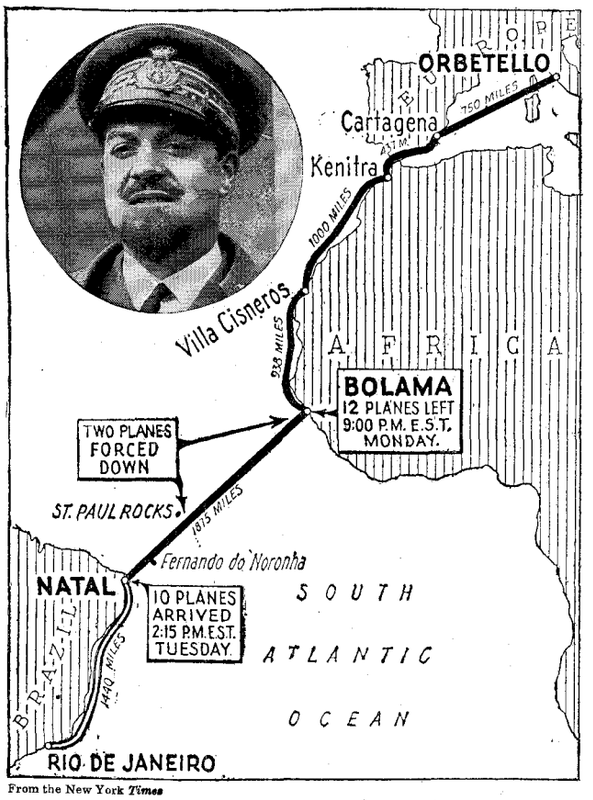
Prof. William Z. Ripley, who drafted a tentative consolidation plan for the Interstate Commerce Commission a few years ago, comes out emphatically in favor of the four-system scheme. He understands that interests of railroad labor will be safeguarded and, aside from that, the New York *Times* quotes him as saying, it is only by some such means "not alone that even more general unemployment may be averted, but that the ground lost to the bus, the truck, the barge, the electric wire, and the pipe-line shall be regained." Professor Ripley praises President Hoover's "assumption of leadership in bringing this affair to fruition."

And it might be pointed out that while one or two papers think the President may have gone too far in seeming to accept this plan before it is passed on by the Interstate Commerce Commission, his initiative wins him wide-spread and hearty editorial applause. "Mr. Hoover got something done," in the words of the Springfield *Republican*. He has proved himself to the Schenectady *Union-Star* "the man for the emergency."

The timeliness of this merger announcement impresses many an editor. Says the Louisville *Herald-Post*, for instance:

"Coming in a day when the continued existence of the railroads was being questioned in some quarters; when many were to be found declaring that their day was past, and soon they would be as outmoded as the stage-coach; when they themselves were complaining with much justice that legislation and local sympathy discriminated against them, so constructive and hopeful a note was more than timely."

Besides allocating the principal Eastern railroads to the four systems, as shown in the maps, the merger plan assigns several small roads to the four systems jointly, while the Pennsylvania's use of trackage on the Nickel Plate along Lake Erie between Ashtabula and Brocton and the disposition of the Virginian (tentatively assigned to the Central in the map) are among matters still to be adjusted.



From the New York *Times*

Route of the Squadron's Flight

Gen. Italo Balbo, leader of the air fleet, is shown in the inset. Fourteen planes left Orbetello, Italy, on December 17. Ten reached Natal, Brazil, on January 6.

Triumph of Italy's Air Armada

A WET CROWD, peering upward through the rain from the beach at Natal, Brazil, burst into wild cheers as ten great, gaily bedecked military seaplanes—black, green, red, and white—emerged from the clouds that veiled the Atlantic, and came safely to rest on the Potengy River.

This peaceful Armada, this "flying rainbow," which had covered the 1,875 miles from Bolama, on the African coast, in seventeen hours and fifteen minutes, carried forty men under the command of General Italo Balbo, Italy's thirty-four-year-old Air Minister, who wore the black shirt of the Fascisti, and white trousers.

Thus was brought to a successful conclusion an unprecedented experiment in group flying; and the exploit, thinks the Baltimore *Sun*, "easily outranks any other in a year of aviation," because "it marks a new step in the most sensational aspect of distance flying, a step toward coordination and organization of effort, toward 'mass flying,' now vastly more important than any individual repetitions of previous brilliant performances." "What this achievement demonstrates," says the New York *Times*, "is that a great transportation business can be done over the South Atlantic with seaplanes. But the demonstration exacted its tragic toll in human lives—five aviators dead and three injured. Two of the twelve planes that were originally intended to start from Bolama crashed at or near the take-off. In one of them four men were burned to death. In the other, one was killed by a crumpling pontoon.

Two replacement and repair planes which had accompanied the squadron from Italy took the places of the two that fell, but these also were forced down, altho without loss of life or injury to the crews, a few hundred miles from the Brazilian coast. They were taken in tow by some of the Italian destroyers stationed along the route.

Of General Balbo, the leader of this flight, we read in the news columns of *The Times:*

"He has been one of the central figures of Fascism since its early days.

"He brought the Fascist Army through its baptism of fire in September, 1921, when he led 3,000 men into Ravenna to the grave of Dante, and was said to have originated the battle-cry 'On to Rome.' He was one of the four in general command during the march on Rome, which placed Signor Mussolini in power without battle."

The seaplanes used in this transatlantic flight, dispatches tell us, are the double-hull Savois-Marchetti monoplanes, regularly used in Italy as torpedo and bombing planes as well as for the transportation of passengers. They have a wing spread of nearly seventy-nine feet, and an overall length of fifty-four feet. Each is equipped with two 500-horse-power motors, mounted in tandem above the wings.

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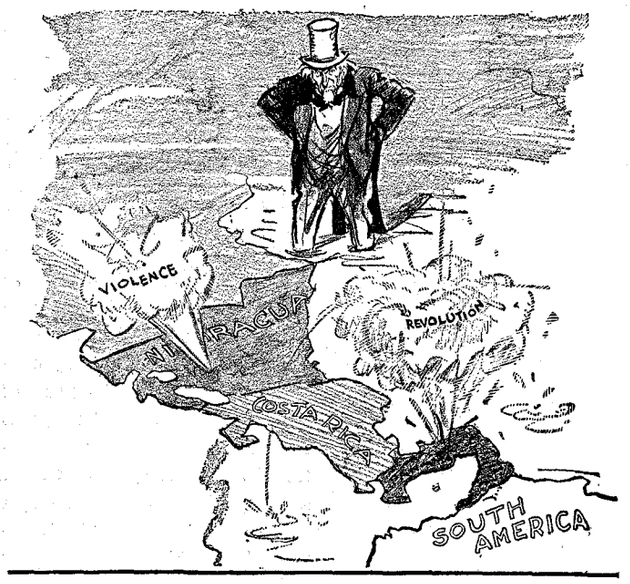
Another Marine Slaughter in Nicaragua

BULLET-SPITTING DEATH stared at them from the underbrush, but they fought valiantly to escape their fate.

Ten of them were caught in the trap, ten American boys who had joined the Marine Corps and gone to Nicaragua to fight Sandino's bandits.

But now they were ambushed, surrounded, outnumbered



His Balkans
—Kirby in the New York "World."

thirty to one. Bandit rifles were cracking, and a bandit machine-gun was chattering. Against these hopeless odds they battled desperately until, after two hours, the last man of the detail fell.

When rescuers reached the spot, quiet now, they found the bodies of eight, mutilated by bandit machetes. The two others, both wounded, had been overlooked. Eleven of the enemy were slain.

Thus, say the dispatches, did the Nicaraguan situation flare into new intensity on the last day of 1930. And again we have a session of the debate that has been intermittent since 1926, when our Marines were sent to Nicaragua to maintain order: Shall we withdraw or not?

BUT this is not the only Central American worry on Washington's mind. Panama staged a ten-hour revolution on January 2, we read, throwing out President Arosemena, and naming Dr. Harmodio Arias as Provisional President until the return of the "constitutional President," Dr. Ricardo J. Alfaro, Minister to the United States. Washington dispatches hint that the United States probably will recognize the new régime. One American, Hartwell F. Ayers, a newspaper correspondent, was among the eleven killed in the street fighting that overthrew the Government, we read.

In Nicaragua, this latest attack upon our forces is attributed to the elusive insurgent leader, Augustino Sandino, for it was said to be a lieutenant of his who ambushed the ten members of a telephone-repair detail. A few days later, two more Marines were wounded by bandits in a wilderness clash.

Washington registered an instantaneous reaction. As soon as the Senate met, Senator Johnson, of California, offered a resolution calling upon the State Department for detailed information concerning our relations with Nicaragua since 1924. It passed without debate.

Then Senator King, of Utah, introduced another resolution that "it is the sense of the Senate that the Marines should be immediately withdrawn." "It is a bad thing," he said, according to the dispatches, "to send bayonets to support American investments."

With this opinion many editors agree. But others insist that our present force of 1,000 must be kept there until their work is completed. Some call for "an adequate force or none."

"These eight deaths should end the whole Nicaraguan farce, as staged by our State Department," declares the Camden *Courier-Post*, spokesman for one side—

"The protestations that our men are down there hunting bandits is only a pious pretense; they are down there, from all indications, to protect Americans' rights in the proposed Nicaraguan canal. And it is high time that Washington admitted the fact.

"Eight more lives lost can not be justified by talk of chasing bandits. If that is to be the province of the United States Marine Corps, the bandit chasing should begin at home.

"It will be difficult enough to justify those deaths on a frank military basis, on at least the honest ground that they were protecting American rights, working for Uncle Sam, and not for President Moncada.

"When will Secretary Stimson end the whole sham surrounding the presence of our troops in Nicaragua?"

BUT "the Marines were not sent to Nicaragua to serve political ends of this Government or to protect American investments" is the flat statement of the Philadelphia *Evening Bulletin*, speaking for the other side—

"They were sent in order to let the people of Nicaragua, forced by the thousands to fight in civil wars in which they had no interest, have a chance to elect and install a constitutional Government without interference of military factions or bandits.

"Intervention for that purpose was asked by both the leading parties, and the retention of the Marines has since been requested by the lawful Nicaraguan Government. This Government has

And What Is This War About?
—Ireland in the Columbus "Dispatch."

withdrawn as many as seemed prudent, and will gladly take the rest out as soon as possible.

"But it can not risk wrecking all that has been done to bring about peace and orderly conditions there, and above all it can not scuttle out at this time before the renewed challenge of bandit attacks.

"The Marines must and will carry on in the traditional spirit of the Corps until they can safely and honorably be withdrawn."

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Chicago's "Fighting Judge" Tackles "Big Bill"

A RED-HOT MAYORALTY FIGHT is roaring higher in Chicago.

"Big Bill the Builder," Mayor William Hale Thompson, also dubbed "America's master political showman," seems to be staging another of his historic battles, altho Chicago papers print reports that the condition of his health may make it necessary for him to withdraw.

P. & A. photograph

"I'll Smash the Gangsters"

Is the pledge made by Chicago's "Fighting Judge," John H. Lyle.

Opposite him is that other picturesque figure, the "fighting judge," John H. Lyle, forty-eight-year-old crusader against gangsters. They are battling for the Republican nomination, to be awarded at the primaries on February 24.

Two others who tossed their hats into the Republican ring on the first day for filing petitions, we read, were Reviewer Charles V. Barrett and Alderman Arthur F. Albert.

But the nation's interest seems to center in the struggle between the belligerent, mighty-voiced Thompson and the hard-hitting Judge Lyle.

To the man who wins the nomination and can beat the Democratic candidate in the election on April 7 will go the honor of being the "World's Fair Mayor."

"Such hoodlums as Capone and his underworld semipolitical criminal allies should be annihilated," declares Judge Lyle in a smashing attack which embodies a pledge to clean out the crooks and free Chicago of her gangs. "Known to the country as the originator of the 'public-enemy' list, by which several figures in Chicago's underworld have been brought to the bar of justice," as the Chicago correspondent of the New York *Times* refers to him, Judge Lyle declares that every politician who "fronts" for the gangsters, "every public official who aids or abets them in any way, and any judge who assists these despoilers to get under cover, around or through the courts, should be driven out of public office"—

"They should be scourged, and the City Hall and all public buildings should be purged of these racketeering activities."

ON the subject of crime, Judge Lyle also says:

"The thing that probably has done more harm to our beloved city, its business interests, and people, has been the ruthless, arrogant, unchecked reign of terror carried on by criminal gangsters and racketeers.

"They have hurt our business at home and abroad, and they have terrorized our citizens, visitors, and prospective visitors.

"Through political influence and money, they have bought immunity from prosecution.

"We spend $20,000,000 in Cook County every year to maintain that big machine which is supposed to grind up criminals and dispense justice and equity.

"There are about ninety-eight judges in Cook County, about 1,500 bailiffs, clerks, deputy sheriffs and court attachés, and about 6,000 policemen.

"It is ridiculous to assume that all these officers of the law can not suppress and almost totally annihilate the little bands of skulking, cowardly assassins headed by Capone, 'Bugs' Moran, Druggan, and McErlane.

"I would appoint the right kind of Civil Service Commission, and then a Chief of Police who would make it so hot for these crooks that they would leave town, unheralded and unescorted, before we fairly got settled in our new jobs.

"The idea of these crooks walking around Clark and Randolph streets, and through the City Hall, with revolvers sticking in their pockets, free from molestation, is an insult and a challenge to the citizens of Chicago."

"Every Pledge Fulfilled"

And so William Hale Thompson is seeking his fourth term as Mayor.

AS for the Mayor, his announcement that he would seek his fourth four-year term said:

"Bill Thompson will lay his record down with any candidate. Go to it."

"Throughout this term, as through all my political career," he continued, "I have stood uncompromisingly for principles that are essentially American and distinctively Republican—the adherence to which has brought success to the party, as departure from these principles always has resulted in disaster." Then he added:

"Among these principles I mention the following:

"1. America First—Friendly relations with all nations, entangling alliances with none, as George Washington laid down the gospel of national life, for all time.

"2. Liberality—As opposed to Prohibition, blue laws, and all the petty intrusions, autocratic usurpations and un-American 'isms' attempted by long-haired men and home-neglecting women."

"THE last time Thompson ran for Mayor," we are reminded by Michael W. Straus, Chicago correspondent of the New York *Evening Post*, "it was on the rather unique slogan 'I'm going to bust King George on the snout and run the English propagandists out of the city's schools.'"

This time, the Mayor is running on a platform of all pledges fulfilled—figuratively, at least—and, as Mr. Straus notes, early developments in the campaign include:

"A charge of $500,000 personal graft against an opponent, a $1,000,000 slander suit against the president of Chicago's Association of Commerce, official organization of the city's business leaders, and a $1,000,000 prize award scheme to 'double Chicago's retail trade' (promptly disowned by State Street's big department stores as lunacy)."

The Chicago *Tribune*, which has been bitterly attacked by Mayor Thompson, says that—

"At the moment when Prohibition brought crime resources hitherto unknown we have had the misfortune to find the public defense mainly in the keeping of a régime more unscrupulous and incompetent than has ever before occupied the City Hall.

"The first duty to ourselves and Chicago is to get rid of that régime, and to replace it with an administration which will have some conscience in public affairs, some regard for the duties to which the voters have called it, and some vigor and competence in the protection of decent citizenship, to say nothing of the faithful conduct of public business."

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Parties and Breadlines

A $50,000 DEBUTANTE PARTY, and a breadline in the same block.

That combination, in Washington, explodes into a nation-wide debate.

"A man scattering money around ruthlessly while millions are suffering" is the rebuke delivered by Senator George W. Norris, of Nebraska, as quoted by the New York *Times* correspondent, and—

"I can't help thinking that that is exactly the same situation as existed prior to the French Revolution. I don't anticipate such a thing as that in this enlightened age, but something very like it is pretty near here."

But he's all wrong, shout a dozen editors at once.

"A spree of unparalleled extravagance by the multimillionaires of the United States would be a blessing," declares the Wichita *Beacon*, pointing out that the money spent for the Washington party "went to the butcher, the baker, and the candlestick maker"—

"If every one in the United States who could afford it would spend a million dollars in a day, it would be a blessing to all."

THE affair that started all this hubbub was given, we read, by Henry L. Doherty, public-utilities executive, for his adopted daughter, the tall, blonde, and attractive Helen Lee Eames Doherty.

"Estimates of the cost of the début vary from the $1,000,000 put forth by cynical society reporters here to the paltry $250,000 of more friendly calculations," says a Washington dispatch to the New York *Telegram*. But it was on the basis of a $50,000 cost that Senator Norris made his criticism.

For an idea of the elaborateness of the party, which was attended by something like a thousand guests, among them Vice-President Curtis, we borrow from the Washington *Post's* account:

"The entire first floor of the hotel was taken over for the reception, and another floor was reserved for the out-of-town guests.

"A small army of waiters, cooks, caterers, decorators, and furniture-movers were employed, and two twenty-two-piece jazz orchestras played continuously.

"A dinner for Miss Doherty preceded the dancing, and a five-course supper for the guests marked the midnight hour.

"A breakfast was served at 4 A. M. for those who danced until they were hungry again.

"An elaborate entertainment was staged, with Jessica Dragonette, well-known radio star, and the Cavalier's quartet, imported from New York for the occasion, rendering songs during the supper hour and at intervals throughout the evening."

"While the function was in full swing," writes the correspondent of the New York *World*, "100 unemployed men and women were being fed by the hotel in a garage across the way from the rooms in which the guests danced."

In the clash of editorial opinion, statements of the Winston-Salem *Journal* and the Macon *Telegraph* may be taken as typical of the respective sides, altho a majority of editors seem to think that expensive parties serve a useful economic purpose. Says *The Journal:*

"Million-dollar parties for young society buds make more Communists than all the Russian propaganda ever concocted.

"It may be argued that the spending of a million dollars on the party made work for many people and consumed a lot of commodities.

"But argument of this sort is mere sophistry. It is only the thinnest of veneer to cover up innate selfishness, which easily becomes refined cruelty."

But *The Telegraph* takes an entirely different view:

"We disagree with Senator Norris about the début parties.

"We need a great many more of them—and the more expensive the better.

"And then, after we get the début parties over with, we can begin to think about legislation that would have the effect of requiring Mr. Doherty and others of great wealth to have their businesses set up an unemployment reserve, just as they now set up capital reserves for expansion and for dividends."

Keystone

Miss Helen Lee Eames Doherty

Because her debut was staged in the same block with a breadline, it has caused a country-wide debate.

BUT "there is much of truth in some of the observations of Senator Norris and others," thinks the Nashville *Tennessean*—

"The average man, temporarily out of a job, bowed down with the weight of responsibility for the support and protection of his loved ones, naturally bitterly resents a vulgar display of wealth. He is not in a frame of mind to analyze the situation and to see that the expenditures which he denounces are not all a total loss.

"For these reasons the wealthy might well afford to retrench on their entertainments and give attention to the reorganization of our economic and social fabric to the end that in the future we may avoid periods of depression and provide an opportunity for all to have some share in the good things of life."

"The Norris brand of reasoning carried to a logical conclusion," says the Indianapolis *Star*, "would call for the closing of movies and other places of entertainment"—

"If, instead of spending, everybody did as Senator Norris apparently had in mind we should do—gave surplus resources to maintaining breadlines, or even donated the money to those in need—there never would be permanent relief and an end to breadlines."

"RICH Americans are pauper-minded," according to Colston E. Warne, professor of economics at Amherst College, we read in the New York *World*, which tells us that "he said if Americans really wish to aid the unemployment situation, they should take lessons in luxurious living." Quoting him direct:

"They don't know how to live.

"They should take a chapter from Roman history. Such luxuries as eating peacock hearts seem to have disappeared entirely.

"Rockefeller might take on 10,000 servants, build a few artificial lakes, or put on spectacular sea battles for his enjoyment.

"Instead of building more steel mills, shoe factories and machine shops, if our wealthy class would wake up to its potentialities, we might effect a much better distribution of wealth."

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TOPICS IN BRIEF

ODDLY enough, when we send it by ship, it is a cargo; and when it goes by car, it is a shipment.—*Florence Herald.*

MR. JOHN DEWEY wants a third party. Is there any way of getting rid of the other two first?—*New York Evening Post.*

A PSYCHOLOGIST says that humans are most intelligent at the age of fourteen. Before they've learned so many things that ain't so.—*Arizona Producer.*

WE received a box of cigars and a cigar-holder for Christmas, and we're still trying to effect a merger between the cigar and the holder.—*New York Evening Journal.*

"THE man who can call a wooden hut an ideal home," said a judge last week, "I should describe as an idiot." We should refer to him as a real estate agent.—*The Humorist.*

THE Government's experts have at last ascertained the cause of the recent "jake" paralysis. The cause of the current jack paralysis is still under investigation.—*Virginian-Pilot.*

IF the customary methods prevailed, Enoosiac, beauty queen of the Arctic, must have shivered awfully while the judges were making their decision.—*Boston Herald.*

CONGRESS might turn the drought-aid problem over to Judge Clark.—*New York Evening Post.*

AFTER giving three farewell performances, a French actress has decided to return to the stage. Much adieu about nothing.—*The Humorist.*

THE bottom of the depression has been reached; upon unfolding a new shirt yesterday, L. O. T. discovered there was only one pin in it.—*Detroit News.*

ONE of the lesser movie officials insists that the ten-cent motion picture will soon be with us again. The trouble is, however, that they'll continue to charge $1 for it.—*New York Evening Post.*

IT'S a terrible strain to live up to the expectations of your friends, especially those who expect you to "make" the DIGEST every week.—*Leesburg (Fla.) Commercial.*

A MAN arrested in Russia with bombs in his possession, stated that he was working for the good of mankind. Apparently he was interested in uplift of some sort.—*The Humorist.*

A SOCIAL statistician points out that there are not so many young men marrying in this country as there should be. What? Is there going to be another kind of stagnation?—*Boston Herald.*

IT is said that there are people in Chicago who have never seen anybody shot. One can believe this. We have citizens here who have never been struck by a falling judge.—*The New Yorker.*

WRITER says the League of Nations is not the first organization of its kind to get into deep water. Quite so. As early as Jules Verne's time the world heard of 20,000 leagues under the sea.—*Arkansas Gazette.*

"SARDINES packed by a Pacific coast fishery are now stood up in tall cans, instead of laid in the old flat type." In other words, instead of being packed in like sardines, they are now packed in like passengers on a street car.—*Detroit News.*

THOMAS EDISON has donated to the Rosenwald Museum a replica of the "grandmother" of phonographs. Significant in the history of robots is the fact that here is the first mechanical "grandma" to fetch along her needlework.—*Chicago Daily News.*

THERE are few soft berths in hard times—*Weston Leader.*

WE never kick about throwing money in the river when it's Uncle Sam's money and our river.—*Brunswick Pilot.*

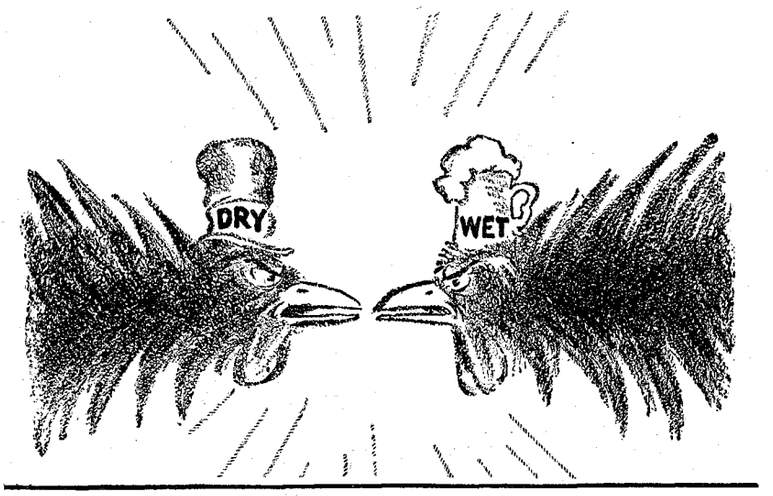
ANSWERING off-hand an inquiry in THE DIGEST as to why sea water is blue, we'd say it is because the sea is so often crossed.—*Weston Leader.*

IT'S a curious fact that down in Washington they want $50,000,000 to make the country dry, and $60,000,000 for the drought sufferers.—*Ohio State Journal.*

PITY the poor politician, he just can't stay in the middle of the road and keep an ear to the ground these days without an accident.—*Leesburg Commercial.*

OH, well, after this maybe Sinclair Lewis would better publish his books over in Europe instead of here, and see how much the Europeans appreciate art and literature.—*Albany News.*

PSYCHOLOGY is where the astute police give out the robbery loss at double the actual figure, thus stirring up suspicion among the assistant thugs that they were short-changed.—*Detroit News.*



On into the New Year

—Page in the Louisville "Courier-Journal."

NATURALLY, Senator Norris is opposed to joining a third party. He already belongs to two.—*Toledo Blade.*

AN extra session, however, would afford Congress further opportunity for not doing the things it isn't doing now.—*Weston Leader.*

STYLES change with the changing years. The old-fashioned girl used to be the apple of his eye. The newer one seems to be the apple-sauce of his ear.—*Boston Herald.*

MOST wireless lecturers are said to be extremely nervous just before the broadcast begins. There is really no reason why they should be; their audiences are powerless to do anything about it.—*The Humorist.*

THE four-year-old has a stunt of talking through a washcloth that sounds quite a bit like a British accent in a Hollywood sound picture.—*Detroit News.*

WHAT man descended from is only, at best, a theory. What he has descended to, thanks to the power of the press, is no mystery whatever.—*Leesburg Commercial.*

"THERE is no hitching-post in the universe as far as we know," says Einstein. We were sure he would clear everything up nicely when he came.—*The New Yorker.*

THE natural food of the mosquito, a science note points out, is the sap it finds in leaves, and, also, we should think, the one it finds holding hands on country lanes after dusk.—*Boston Herald.*

THE Senate has announced that it will make its own investigation of the unemployment situation. Only a pessimist believes unemployment will be with us long enough for that.—*San Diego Union.*

DESCENDANTS of men who aided William the Conqueror in his invasion of Saxon England have formed a society. It seems to be a social asset, nowadays, to have an ancestor who muscled into some racket in a big way.—*Chicago Daily News.*

THE American scientists who went to Africa to look for the lowest form of human life might return home and take a look at the New York policemen and lawyers who have been "framing" innocent women on vice charges for the money they could make out of it.—*Macon Telegraph.*

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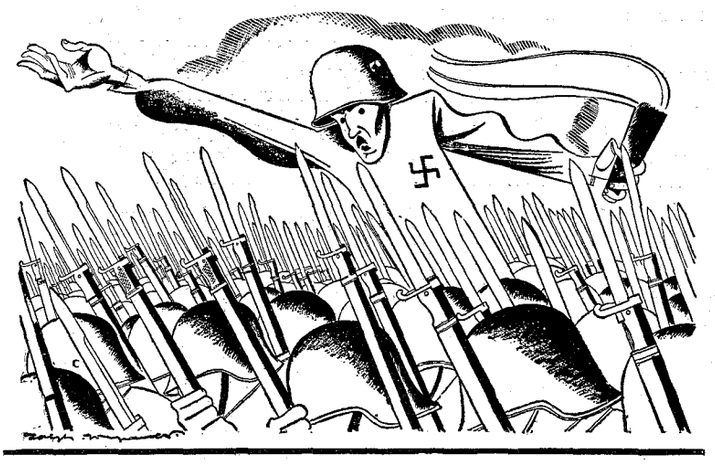
FOREIGN COMMENT

Germany the Key of the New Europe

WHAT HAPPENS IN GERMANY within the next few months will decide the course of European politics for years to come.

This impressive remark is made by Dr. Eduard Benes, who has withstood all efforts of his enemies to oust him from the post of Foreign Minister of Czecho-Slovakia, which he has held for twelve years.

Tho representing a smaller country, Dr. Benes has made a name for himself as one of the foremost post-war statesmen.



French Distrust of the Hitlerites

Another catastrophe that will put the whole world in mourning.
—"Le Charivari" (Paris).

He sees Germany, geographically in the center of the Continent, as the political and economic hub of Europe. He notes that in this country 7,000,000 voters not so long ago tried to put into power the Hitler movement, which promised to tear up the treaties that are the basis of the European settlement and the foundation of the League of Nations. It would be easy, declares Dr. Benes in the London *Saturday Review*, to exaggerate the seriousness of the situation, and he goes on to say:

"Something not unlike the movement which gave success at the polls to Herr Hitler and to his dictatorial tendencies tries to replace the former government in other countries in Europe.

"These domestic events in themselves would hardly be disturbing. Their significance is that they may represent expressions of a general uneasiness in Europe.

"In almost every country the economic stresses of the times, which have embarrassed the various governments, have fortified the discontented elements. It is because some of these movements may have a wider scope than the limits of a single country that the statesmen in other countries must watch them carefully to see that the stability of the general settlement is not endangered.

"Because no nation can live by itself, the governments of every country must consider always the reaction of their policy upon their neighbors. If they remember that, our present problems will be more easily solved."

THE "Year of Revision" is what 1931 is being called by some Germans, say Berlin press dispatches, and the campaign for making over the Treaty of Versailles and the other post-war settlements perturbs some political observers outside Germany. But, as argued by Kenneth L. Macassey in the London *Sunday Times*, revision is a relative term, and there is no need why any move in that direction should be the signal for the outbreak of a European war. He proceeds:

"Treaties are never perfect and permanent. It is for Europe to consider whether certain of the German demands for revision are not reasonable, and ought not to be met.

"A revision now would be a very different matter from a revision six years ago. Passions have subsided, and Germany is once more *compos mentis*.

"Moreover, it is questionable whether time has not proved that some aspects of the Treaty are unworkable. In particular, the Central European States are beginning to realize the disadvantages of large foreign minorities.

"Some of the more angular corners of the Versailles Treaty might well be entirely rubbed off."

IT is rather hard for foreigners to realize, says this contributor to *The Sunday Times*, that for the past six years the spirit of "defeatism" has been gradually passing away in Germany. The country, inherently virile, is described as seeking to reassert its national personality. There is a longing, we are told, if not for a "place in the sun," at least for a place above ground, and this informant adds:

"The process is inevitable, and was clearly visible in France after 1870.

"It is the desire of a nation to regain her normal level. It is a seeking after national self-respect, and patriotism need not be synonymous with jingoism.

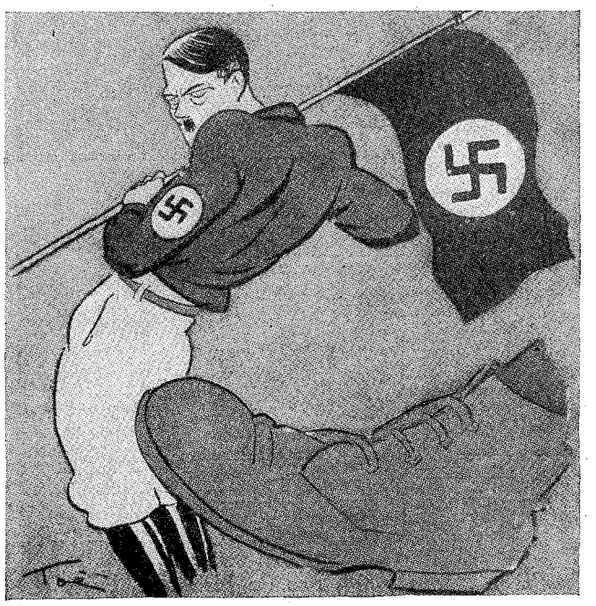
"The greatest disservice that can be done to the cause of European peace is for foreigners to portray the whole of Germany as imbued with the spirit of 1914.

"In this connection foreign statesmen might well copy Bismarck himself, who made every effort to restore French self-respect after 1870, conscious as he was of the fact that nothing is more dangerous to the peace of Europe than a nation laboring under an inferiority complex.

"To these sentiments is due the great increase in the National-Socialist vote. Their criticisms of governmental incompetence stimulated the hope that they themselves might be able to do better.

"Their policy of 'a revival of the German soul' fitted in exactly with the prevailing mood in Germany.

"The majority of the Hitler supporters do not, however, endorse his policy as a whole—if, indeed, a series of public tirades necessary to spoon-feed the small band of original German Fascists can in any sense be called a policy.



A French Laugh at Hitler

"He has been shouting to Germany 'to wake up for war.' But this is what will happen when Germany answers his call."
—"Cyrano" (Paris).

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"The revived German soul will call not for a tin hat and a bayonet, but for lower taxation and competent administration."

The New York *Times* Berlin correspondent, Guido Enderis, advises us:

"Whereas political and Parliamentary circles envisage the new year as marking the beginning of the revision of Germany's reparations commitments and the other obligations imposed by the Treaty of Versailles, industrial and financial quarters are equally confident that the curve of world prosperity will soon hit the upgrade again, and then they expect to see Germany in a favorable position in the new race for world trade.

"All this, it is admitted, depends on the business recovery of the United States, which alone is felt to be capable of setting the pace for the rest of the world."

The Sin of Unblacked Boots

IT WAS A THING that a professor of "Alt Heidelberg" University never thought of.

Yet it got him into a lot of trouble, not with the University, but with the military authorities, when he was drafted into the new German military service.

The story is told by Georg Hermann in the Berlin *Vossische Zeitung*. And the professor's military superior with a certain attempt at irony, it appears, gave a glimpse of home life that seems incredible in this age.

But that comes at the end of the narrative concerning the professor and his first drill, when he appeared for marching purposes with unshined boots.

A non-commissioned officer in strictly martinet style stared hard at the scholarly recruit, and asked:

"Can't you black boots?"

"No, sir."

"Have you never blacked boots in your life?"

"No, sir."

"What are you in civilian life?"

"Professor at the University of Heidelberg, sir."

THE non-commissioned officer did not know what to make of the man. Should he punish this fellow? Or had he given a sufficient excuse for unblacked boots at his first drill?

The non-commissioned officer in his perplexity called upon a second lieutenant.

The examination began all over again:

"So you haven't got your boots blacked? What are you in civilian life?"

"Professor at the University of Heidelberg, sir."

The second lieutenant could make nothing of the mystery. Should this fellow be punished? Should he be sent to the guard house for lying?

The second lieutenant gave it up. He laid the case before the first lieutenant.

"So," said the first lieutenant grimly to the culprit, "you haven't got your boots blacked?"

"No, sir."

"And you're a professor at the University of Heidelberg?"

"Yes, sir."

The first lieutenant stared long and suspiciously at the professor, and then inquired with greater sternness than before:

"Who blacks your boots when your wife is sick?"

An Italian Jab at France

The French Politician: "If we want a Ministry that will not fall, we must nominate the Eiffel Tower."
—"Il '420'" (Florence).

Why French Ministries Fall

CRISIS MUST FOLLOW CRISIS in the French Parliament, and no Government can be sure of even a few months of office.

Why?

The reason, we are told, is the "group system."

France has no single strong party able to grasp and keep control. True, now and then a strong man arises capable of holding together a majority, it is said, or circumstances such as the war or the menace of bankruptcy unite the groups.

But while the groups exist, and are conscious of themselves and of their appetites, there must necessarily be political turmoil. Thus declares Sisley Huddleston, the Paris correspondent of the London *New Statesman*, who tells us further that most of the Parliamentary groups in France "resemble each other like the ribs of a fan."

Virtually their only difference—with a few exceptions—is that one rib is to the Left, another rib is in the Center, and a third rib is to the Right, and Mr. Huddleston goes on to say:

"The common method of depicting the parties in the form of a fan is unconsciously better than is intended by those who draw these diagrams. Most of the ribs are interchangeable, and it would not much matter were one to turn the fan round so that the Right ribs are on the Left and the Left ribs on the Right.

"This generalization does not apply to the Communists; but I should hesitate to say that it does not apply to the Socialists, who have become fairly orthodox in their attitude toward property, and who furnish some of the most ardent champions of the idea of patriotism.

"It applies, of course, to the Radicals, who have always displayed a spirit of opportunism, and altho at present there is a strong current which carries the Radicals toward Socialism, the leaders are discreetly feeling their way toward an alliance with the Moderate groups.

"The exact place of the Radicals in the fan varies according to the circumstances. As for the smaller groups in the Center, it is difficult to distinguish between them, except by giving them the names of their chiefs. Even the Democratic and Republican Union—otherwise the Marin Group—against which the Radicals particularly rail, has consistently voted for the Radical program in home and foreign affairs—which the Radicals, for personal reasons, have voted against."

THE result is, we read then, that politics in general are a matter of persons and of groups, a matter of getting into office, and of keeping others out of office, rather than a matter of programs and parties in the English and American sense.

If Mr. Tardieu, for instance, it is pointed out, speaks in favor of a Franco-German understanding, he receives no applause from the Radicals; while if Mr. Herriot issues a warning against Germany, he is applauded by the Radicals. Security, declares Mr. Huddleston, is a reactionary principle when it is enunciated by one side, and it is a progressive principle when it is enunciated by the other side, and he continues:

"The onlooker who tries to see straight and think clearly is particularly puzzled when he observes that no political tree in France is judged by its fruits, but only by the label that the gardener has attached to it.

"This means, of course, that the notion of a responsible Opposition is scarcely appreciated. To be in opposition—that is to say, out of office—is to be, at all times and seasons, the adversary of the Government.

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"Perhaps the main motive of the Opposition to Tardieu, which was exceptionally violent, was the resentment against his attempt to create a real party. That is against French Parliamentary traditions. Obviously the formation of a bloc of the Moderates of the Center and the Right can only be effected by an outstanding personality.

"Tardieu possesses such a personality; and after the Radicals declined to enter his Cabinet, he set to work to build up a majority. He succeeded, and therein he committed a serious political fault. It was regarded as outside the rules of the game that a number of groups should act together with something like discipline."

It is apparent, notes this informant, that if blocs can not be substantially formed in the Chamber, there can be no security of tenure for any ministry. If the group system operates, then a variety of rapidly changing combinations is inevitable, because—

"The groups can coalesce and disunite and coalesce again in another manner. What the French call 'dosage' is practised.

"A Ministry is formed by taking men from this and that group in the hope that the groups will follow their representatives in the Ministry at least for a short time.

"But, naturally, since there is little discipline, and since there are men in every group who think that they have better claims to office than those who are chosen, it usually happens that the groups themselves are divided, and after a longer or shorter time an opportunity is taken to bring about a reshuffling of the cards.

"First, the group ambitions and, second, the personal ambitions of members of the groups, make the normal life of a Cabinet exceedingly precarious.

"A Prime Minister who remains in his post for a whole year, including the long summer vacation, may consider himself fortunate. A very small number of men have remained for two and, at the most, three years. They are truly exceptional.

"When I worked out the averages a few years ago, the duration of a Ministry could be reckoned at about nine months. If one subtracted Combes, Waldeck-Rousseau, Clemenceau, and Poincaré, and perhaps two others, the average fell greatly. Perhaps it would be more accurate to put it at six months.

"I read somewhere that President Doumergue, who has been at the Elysée since 1924, has had thirteen or fourteen Cabinets, and, altho I have not counted them, I assume the figure to be correct.

"I read somewhere else that Mr. Briand is now serving in his twenty-fourth Cabinet; and he himself has been Prime Minister twelve or thirteen times. To English readers these figures seem almost incredible, but they do not tell the whole story."

Not only do Ministries come and go with extraordinary rapidity, we are told, but so persistent is the Opposition, so continuous is the work of disintegration, that even for the few months a Government may expect to remain in office, it is never left free to perform its task unobstructedly. We read then:

"Its chief business, it would seem, is not to devote its attention to public affairs, but rather to an unceasing struggle for the right to remain in office.

"It is attacked in the Commissions, it is attacked in the Chamber and Senate, it is attacked in the lobbies; it is undermined and enfeebled when it is not in imminent peril of being overthrown.

"It has been said with some exaggeration that Ministers can only look after their departmental duties, can only fulfil their functions, when Parliament is not sitting.

"The exaggeration must be admitted, for if we take the case of the Tardieu Cabinet, which had to repel almost daily assaults, and sometimes had to demand a vote of confidence two or three times in a single day, we shall find that it has an astonishing record of performance.

"It was present at the Hague Reparations Conference, at the London Naval Conference, and at several Geneva Conferences; it effected the evacuation of the Rhineland; it applied the Social Assurance Law; it introduced an economic reequipment bill; it passed one budget and prepared another; it conducted internal administration remarkably well; yet clearly these things could not be done except at the expense of almost superhuman energy, and it is no wonder that Ministers complain of being overworked.

"The true test of any institution is whether it works or not, and somehow the Parliamentary institution in France, despite the apparent disadvantages of the group system, despite the instability of Ministries, despite the tiredness of Ministers, despite the seeming confusion of Parliamentary as distinct from executive duties, does work."

Aristocrats "Obsolete" in Britain

IF WE ARE TO BELIEVE some German observers, the only persons who continue to think that there is an aristocracy in England are Americans.

These German commentators concede that many Germans also are still unenlightened about what they call the "decay of snobbery" in England. But they claim at the same time that the Germans are learning faster than the Americans.

If you hear a young woman talking of "the British aristocracy," they say, you will know that she is an American, because only Americans adhere to that phrase about a class as "dead as the kings of ancient Egypt." The very bright-minded discoverer of this alleged fact is Kurt von Stutterheim, who carries on his argument in the *Berliner Tageblatt* as follows:

"Characterizations of this sort are quite out of vogue among English people.

"The use of such terms is accounted bad taste, and the Americans who use them are assumed to be snobs.

"Quite impossible socially is the individual who manifests curiosity regarding the rank into which the wife of Lord So-and-So was born.

"Many a Prussian officer has found this out to his cost."

Germans left over from the days of the old imperial system are much like Americans in their misconception of English class distinctions. Still, Germans do seem to learn, but the Americans do not. Here are differentiations unintelligible, it seems, in Boston, New York, and Chicago:

"An Englishman may be Sir This and his wife may be Lady That, and yet belong to the most clearly defined middle class.

"On the other hand, an Englishman may have no 'handle' to his name, the family to which he belongs may never have had a member with any sort of title, and yet he and they will belong to the 'upper' classes.

"Even money, altho an important factor, is less decisive than is ordinarily assumed by Americans and Germans, to say nothing of education and culture, on the basis of which no assumptions may be made.

"The main distinction is drawn through the medium of such things as mode of life, manners, and, perhaps, chiefly speech.

"The subtlety manifested by the Englishman in the use of his mother tongue is one of the surprizes of the national character.

"In England it is possible to determine literally from a man's own lips to which class he belongs.

"A breath of cockney suffices to show that Papa did business in Whitechapel.

"This in certain circumstances can be allowed for, and it may even inspire respect for the self-made man.

"Unpardonable, on the other hand, is the 'genteelism' comprising the most dangerous pitfall into which the socially ambitious may be betrayed in England.

"Genteelism is the effort to become choice and select, and, at the same time, to speak in such a way as one has not been brought up to, or as is not habitual to one through training and education.

"A false step is taken when one speaks of a male as a gentleman or of a female as a lady instead of saying man or woman. Another blunder is to speak of an officer instead of saying simply soldier. If you step on a lady's toe and say 'pardon' instead of 'I'm sorry,' if you say 'serviette' instead of 'napkin,' or if you talk about sending a 'bouquet' instead of 'flowers,' you won't be asked again.

"For you will have offended against the supreme law of good society in England, which is to be simple, not to adorn your speech with foreign phrases.

"The English Court sets a good example in not emphasizing social distinctions, in closing the eyes and, even more, the ears to them.

"The royal family has indeed its circle of intimate friends.

"Yet never in England—as used to be done once at Berlin and Vienna and Prague—would a genealogical search be made out of one's eligibility for presentation at Court.

"He who is exclusive, as a witty Englishman once said, runs serious risk of having in the end to associate only with tiresome people.

"As a result of these things, there is to-day in England no Court society, no Faubourg, no Potsdam. or, if there be any region corresponding, its doors are not barricaded."

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A Great Actress from Athens

ATHENS CAME TO NEW YORK after a stop-over in Germany.

The stop-over is what annoys some critics whose devotion to the Greek drama is preferred unmixed.

So Marika Cotopouli, hailed as the greatest actress of modern Greece, and by some as without a peer in Europe, annoyed our critical purists by presenting the drama of *Elektra*, the avenger of Agamemnon, in the modern version by Hugo von Hofmannsthal instead of that by Sophocles.

Just why the Sophoclean version should be demanded beyond that by Æschylus or Euripides does not appear.

Of course, Von Hofmannsthal is truer to Sophocles than to the others. And Madame Cotopouli declares that Von Hofmannsthal comes more vividly to the modern mind, with no particular violence to the classic.

Madame Cotopouli is small of stature, and, as *Elektra*, exhibits what is more familiar to us as a Sicilian fervor than the placid intensity of Margaret Anglin, who has given us "Elektra" in a curtailed Plumptre translation.

Then, too, the Cotopouli company speak not Von Hofmannsthal's German, but modern Greek, and here again a veil intervenes, save for our Hellenic-American citizenry.

But beyond all caviling, the first Greek visitor to our stage reveals a personality that commands high praise. Witness Gilbert Gabriel, critic of the New York *American:*

"A slim, tense, darkling creature she turned out to be; she has the thin, hatchet-keen, burning-eyed face which engravings of Rachel show, a face which may remind you, too, of Duse—but a Duse more in anger than in sorrow.

"She has those stern golden shoulders which belong to the Mediterranean alone. When her dusty black dress of *Elektra* falls back from them, she covers them hastily again, without coquetry or foolishness, as deliberately as one would sheath a dangerous blade.

"Her whole carriage is magnificently vibrant.

"Standing, crouching, squatting ignominiously in the sand, she is always intensely alive, always so unconsciously a picture, you realize how much technical pains has gone into the acquisition of her grace.

"There was something winning, too, last night about her way with the audience. She took her curtain-calls gravely, most considerately, usually standing back among her fellow players, all the more queenly for that immensely decent deportment. It was an ovation they—her fellow-countrymen, largely—were giving her. It was, my split ears can bear witness, a mighty ovation, too."

RISING to an even higher pitch is Charles Darnton of *The Evening World:*

"When we get a play acted in its own language, even tho we do not understand that language, it has the effect of truth.

"Such an effect was produced at the New Yorker Theater, last night, when 'Elektra' was acted by Marika Cotopouli and her company from Athens, as it never was acted here before. Cheers, which rang through the house at the end of the remarkable performance, were not merely a tribute to the actress from the Greeks of New York, but a spontaneous expression evoked by an artist true to her art. Every lover of acting should see Madame Cotopouli's performance. It is an unforgetable experience in the theater.

"We have had, in our tongue, impressive performances of 'Elektra,' posed in the tragic manner. But here was something vastly different, Greek tragedy brought down to earth, played by the chief tragedienne in a rag of black dress with a rent in it, played in the dust with bare feet, yet played with the fire of burning passion.

"It was all so real, so vivid, that words did not matter. To see it was enough.

"There was, above all, the fascination of Madame Cotopouli's face, never beautiful for beauty's sake, but beautiful with the lights and shadows of tragedy, ghosts of the soul walking the earth. The woman—for she always was as much the woman as the actress—stared out of her and flamed out of her as she went step by step toward the vengeance that possest her.

"She made it her slave, working tooth and nail for it, groveling before it, knowing no shame, only purpose. Half the time, it seemed, she was down in the dirt, huddled in a dark corner, or pouring sand through her fingers as tho her hands were the hour-glass of destiny. Once her two clasped arms swung over her doubled body like a pendulum of doom. Her final dance of death seems to leap out of the grave.

"The others were fine. Madame Cotopouli was great."

"A Slim, Tense, Darkling Creature"

Is Marika Cotopouli who presents "Elektra" in modern Greek.

FOR those to whom the classics have grown dim, J. Brooks Atkinson's review in *The Times* will refresh memories of the play as well as add his tribute to the interesting actress. Likewise he states the case of the purist in more measured terms than Mr. Brown of *The Evening Post.* Mr. Atkinson writes:

"Even a playgoer unfamiliar with her language can recognize Madame Cotopouli as a distinguished artist of remarkable emotional capacities. Her *Electra,* to relapse into the common English spelling, is a firebrand caught from the burning. Drest in a long, black chiton, and barefooted, Madame Cotopouli plays her with a vibrancy that is almost neurotic.

"She is agile and electric. Her *Electra* is a woman possest. Horrified by the foul murder of her father, this *Electra* whips

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herself into a frenzy of fiendish determination to cleanse the house of *Agamemnon* by murdering her mother and *Ægisthus*.

"Madame Cotopouli makes no attempt to beautify the part. Her gestures and her thin fingers are sharp and piercing; and her voice, which is deep and ample, is strident with passion. Slender, active, demoniac, she enkindles her acting with fury; her eyes burn and her unkempt hair straggles across her taut features.

"At the climax of the tragedy, when *Orestes* has gone into the house to avenge his father's murder, she crawls sinuously up the stairs, beside herself with animal ferocity. Altho Madame Cotopouli attacks her part with vehemence, she is the mistress of all its tempestuous emotions.

She Conquered Germany, then New York

Mary Wigman's strange dance shows "overcoming the earth-boundness of the body."

"The production is likewise excellent. The single setting, representing the inner court of the palace, is a thing of huge cubes with a flight of steps and a single window where once *Clytemnestra* appears with her retinue, and where *Orestes* appears for an instant after the murders. Madame Cotopouli has assembled a splendid company. Katina Paxino's *Clytemnestra* is a character of great force and authority; and the *Orestes* of Alexis Minotis is a youth of resolution. Most of 'Elektra' is recitation. But the dramatic episodes have been skilfully directed. The hushed scene in which *Clytemnestra* hears that *Orestes* is dead; the scene in which *Orestes* ominously climbs the stairs to avenge his father's death, and the concluding scene of inhuman rejoicing—are vivid bits of theatricalism.

"For those familiar with the language, this modern transcription of the Sophocles tragedy is no doubt an exciting experience in the theater. Last evening the audience responded with genuine enthusiasm. But, at least to this auditor, a classical treatment of Greek tragedies is more profoundly moving. What the classical treatment is raises many disputatious issues. In the first place, the Greek tragedies were played out-of-doors, and the New York climate is forbidding.

"But the majesty and reserve with which Margaret Anglin played *Electra* three or four years ago at the Metropolitan Opera House, with all the measured ritual of chorus and votive offerings, recovered some of the grandeur that is the Sophocles play. To act *Electra* in the modern idiom, as Madame Cotopouli does, is to substitute fire for sublimity. Every Broadway playgoer is by necessity a fire-worshiper. It is a purging experience occasionally to worship the gods.'

Madame Cotopouli's second offering was a Hellenized version of Goethe's "Iphigenia."

At Last, Mary Wigman

THE INVASION OF THE GERMAN DANCE is now complete with the arrival of Mary Wigman, its high priestess.

"Wigman is not beautiful; beauty has not quite so much rawness—high cheek bones, wide-set eyes, large mouth, strong nose, bare brow—a carven mask, which her spirit often breaks through in warmth, tenderness, compassion."

So she is described by C. Madeleine Dixon in *The Theater Arts Monthly* (January).

Her coming has been much heralded. Impressions of her art have come through the popular dancers who are now in their third season with us, Kreutzberg and Georgi, bringing each year new revelations.

Numbers of our own dancers have attended her recitals in Germany, and have come home fired with her art.

Her opening here was not without some puzzled comment. What is at the bottom of her expression?

"Revelation of the dance overcoming the earth-boundness of the body. By the grace of God modern art makes this dance comprehensible." This Miss Dixon quotes as the German critics' verdict, after they emerged from the bewilderment in which many of us now find ourselves.

Make what you can of the varied criticisms that met her in her home land. Writes Miss Dixon:

"Her initial nights were in Munich and Berlin. They were the greatest conceivable failures.

"The newspaper critics the next morning: 'Ridiculous,' 'idiotic,' 'a mad frenzy,' 'imbecilic dislocation of the joints,' 'the dance without music—unbearable, fatiguing,' 'the drum and gong accompaniment—ear-splitting, torturous.'"

THIS was after Miss Wigman had spent years perfecting her art, in personal effort, at the Dalcroze School in Hellerau, in the Oriental school of Laban at Acona.

Then a change came over the spirit of the German critics: "applause like ecstasy," they report, "honest joyousness," "so near to human, and yet so far away"; "in her dance she laughs, weeps, screams, complains, forgives"; "body of steel—then relaxed in silent loveliness"; "out of her silences sing an infinite melody"; "she is timeless, raceless, sexless."

And where, after this, do we find ourselves? Mr. Henderson, of *The Sun* writes after her New York opening:

"The reporter is baffled by her exhibition, which aroused an expectant audience to something approaching frenzy.

"To attempt to describe her entertainment in detail would almost inevitably lead to the production of a mere catalog of dance patterns.

"She has no particular school. Neither is she a mere eclectic.

"She knows all the schools from the classic Franco-Italian to the latest stark realism or completely abstract, but she has remodeled them all in her own mold.

"With this all-embracing variety of technique and styles, she makes a program of limited scope. Amid the mass of futile publicity heralding her coming, there was one item of meaning, which was to the effect that her dancing had the spirit of improvisation belonging to the old '*commedia dell' arte*.'"

MR. HENDERSON is a music critic, tho a keen observer of the dance. His reactions may perhaps reveal those of other intelligent untechnical witnesses:

"Perhaps only some of the ancient and honorable wheezes of criticism can be applied to Miss Wigman's art.

"It can not be described; it must be seen.

"It is unique.

"It is purely personal in its expression.

"It is subtly individual.

"All of these, which were undoubtedly said with due solemnity in the corridors of the theaters of Corinth and perhaps Thebes, must be set to work again. All of them are absolutely true

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when said of Mary Wigman's art. But when they have been said, you do not know any more than you did before.

"She began last night with six dances from a cycle entitled 'Shifting Landscape'; and 'Face of the Night,' 'Festival Rhythms' and 'Storm Song' were some of the subtitles.

"The interpretations were done in modernistic dance, with very little pure pantomime, and with music almost entirely rhythmic. A piano and some instruments of percussion were the principal instruments.

"Miss Wigman's technique in these dances revealed her whole stock in trade. It was fundamentally rhythmic, and in this unerringly precise. The arms were employed with extraordinary skill, in fact, with all the subtle graphics of the Oriental arm dance, and the body not only with a masterful command of pose and plasticity, but with an exquisite balance and an unfailing sense of the sculpturesque.

"The dances disclosed a singularly fine feeling for the tempo of each action, and in the development of some of her schemes there was a form closely akin to that of the first movement of the sonata. That she was absolutely mistress of her chosen art was clear from the first moment she took the stage. That the art itself was dancing, and not a mixture of effects, was equally clear. That it was quite of the present was indisputable. And behind it, nevertheless, rose the shadow of Isadora Duncan.

"Because Miss Wigman keeps to the field of dancing, she falls into monotony in the course of a long program. Not even the Japanese robe and false face of the 'Hexentanz,' admirably done as it was, could conceal the fact that the physical motions belonged to a set already made known in the previous dances.

"But Miss Wigman is an originator and a consummate polisher."

FROM Mary F. Watkins of *The Herald Tribune* we derive the technical pronouncements of one devoted to a single field:

"On the credit side must be put down one of the most dynamic and stirring exhibitions which ever has been offered a local audience.

"And to our great surprize, it was not composed, as we have been told and retold, entirely of the somber, the tragic, the macaber, the obscure.

"The quality of ecstasy and radiance was to be found in every movement and pattern of her performance, even beneath the shadows of her 'darkest' compositions. Intensity, enormous vitality, smashing impact, emotional pitch, these were the features of her work which first struck the beholder."

The Cover

AN American marriage ceremony among the *haute monde* in the days of 1789 would send shivers down the back of modern participants.

Mr. Ferris, in his historical series for the cover, imagines the marriage contract of Martha, oldest daughter of Thomas Jefferson, made with Thomas Randolph, of Tuckahoe, Virginia.

John Randolph of Roanoke pronounced her "the noblest woman in Virginia."

Mr. Ferris revives for us some of the early customs connected with marriage:

"The marriage contract was a fixt custom of the time among people of property, money matters being that feature of marriage which need not be left to chance, and it was usual in the gazettes to announce such in words like these:

"'Miss Betsey Laurence' or 'Miss Eliza Caton, a Lady with a handsome Fortune.' The wedding entertainments were very expensive and harassing to the wedded; the house of the parents would be filled with company to dine; the same company would stay to tea and supper.

"For two days punch was served in profusion. The gentlemen saw the groom on the first floor and then ascended to the second where they saw the bride: there, every gentleman, even to one hundred in a day, kissed her.

"Besides this, when married, the pair for two weeks saw large tea parties at their home, having in attendance every night the groomsman and bridesmaids.

"It was expected that punch, cakes, and meats should be sent out very generally in the neighborhood, even to those not visitors to the family."

Maurois's Optimism

"IRONISTS" AND "UNFAVORABLE CRITICS," who deal with our young people, are given the denial courteous by André Maurois, who has studied the college student at Princeton and elsewhere.

The quoted words are the terms used by *The Herald Tribune* in reporting the French author's address before the Alliance Française recently.

Favorites for the Third Season

Kreutzberg and Georgi in the new "Pavane," a dance exhibiting the principle of dynamic symmetry.

About our young barbarians, he says:

"It is, of course, possible to derive any number of impressions from a brief sojourn in a foreign country, and to this generality neither the United States nor I am any exception.

"A country under these circumstances may be seen either in an optimistic or a pessimistic light, but I happen to be an optimist, and my impressions have all been pleasant ones.

"In my contacts with the youth of America, as I have seen them on the campus of Princeton and in visits to women's colleges, such as Vassar, Bryn Mawr, and Smith, I find them to be characterized by a new and growing awareness of intellectual things, to a certain extent romantic, and the possessors of a store of sound common sense.

"Contrary to certain reports, the young people of America breathe in deeply of the spirit of scholarship, and in sport they find a type of moral refreshment. They are intellectually alert and good company, and increasingly liberal in their attitude toward the arts and letters in general.

"It is impossible to speak for the United States as a whole, for different regions have differing characteristics.

"I have found intellectual progress everywhere, a more comprehensive liberality, and a growing taste for letters.

"The times of lush prosperity lulled many to sleep, but hard times have brought to the surface your courage and determination. If you can rise above the economic situation which to-day prevails at home, and the confused political conditions of other lands, you will find that mere temporary hard times can not keep you from your progress toward a high destiny. With one of your great family of financiers, the Morgans, I say: 'It is impossible to be bearish on the future of America.'"

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Stop Thief--and How One Was Stopt

FIVE YEARS BEHIND THE BARS before he was sixteen—such was the record of a former thief, grimly recited by himself.

"Back o' the Yards" in Chicago, he began stealing at the age of six.

In West Madison Street he became a "jack-roller," robbing drunken men. His own need was his excuse for black-jacking his helpless victims.

When still considerably less than seventeen he was arrested for "jack-rolling," and sentenced to a year in the Chicago House of Correction.

He tells his story without a trace of remorse, considering himself "a victim of circumstances" from the first.

It begins, as so many similar stories begin, in an unhappy home; but it ends in a happy home of his own making.

"Why couldn't I have had a kind mother, instead of a hell-cat of a stepmother?" he asks.

Of his stepmother he says bitterly: "If I ever get a chance to testify against her, I will stay on the witness stand as long as I can. She started me on the downward way."

Also he blames his step-brother, William, who taught him to steal. "He took me to the five-and-ten-cent store on Forty-seventh Street, and would direct me to steal from the counter while he waited at the door. I usually was successful, as I was little and inconspicuous. How I loved to do these things! They thrilled me."

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The Happy Hunting Ground
—Harding in the New York "Evening Journal."

Again, he blames his neighborhood, "back o' the Yards," and he tells us:

"I hardly knew any boys who did not go robbing. The little fellows went in for petty stealing, breaking into freight-cars, and stealing junk.

"The older guys did big jobs like stick-up, burglary, and stealing autos. The little fellows admired the 'big shots,' and longed for the day when they could get into the big racket. Fellows who had 'done time' were big shots, and looked up to, and gave the little fellows tips on how to get by and pull off big jobs."

EVEN when describing the brutalities of "jack-rolling," he spares himself blame.

"I was in a predicament," he explains, "for I had no money, and you can't enjoy life without dough. My buddy, an old 'jack-roller,' suggested 'jack-rolling,' so we started in to 'put the strong arm' on drunks. We sometimes stunned the drunks by 'giving them the club' in a dark place near a lonely alley. It was bloody work, but necessity demanded it."

All this, and much more, appears in the boy's narrative as included in Prof. Clifford R. Shaw's book, "The Jack-Roller" (University of Chicago Press), and the story, we read, is corroborated, at least in part, by Dr. William Healy, now director of the Judge Baker Foundation, a child-guidance center in Boston.

The boy came under Dr. Healy's observation at the age of seven years and ten months. It was true about the stepmother, true about William, true about the neighborhood.

Dr. Healy recommended that the budding criminal be dug up by the roots and set out afresh in "an entirely new situation—congenial foster home."

Instead, the boy went on, as he had been going, "out of one jail and into another," as he says, and eventually wound up in what he calls "the House of Corruption," where, on the very first evening, he began a post-graduate course of instruction in crime. He recites—and it should be said here that his rather superior literary quality is a reflection of wide reading:

"That evening as I sat on the floor of my cell, I got acquainted with Half-Pint, my cell buddy. He was an old man, about forty-five, with gray hair and hardened features.

"All in all, he looked like the usual hardened criminal that one sees in the cartoons of the morning newspaper. He was short and little, and well fitted for his racket, for he was a con man and blackmailer.

"Something about him appealed to me from the start, and I soon felt a great relief from the heavy feeling I had had all night.

"He had had a wide experience in crime, having done a one-to-ten sentence in Sing Sing, five years in San Quentin, one-to-ten in Joliet, three years in the Iowa State Penitentiary, four months in the Cook County jail, three months in the New York City jail, six months in the Cleveland workhouse, and many short terms in the workhouses, police-stations, and jails.

"His life had been full of thrills and adventures. He had started out as a poor lad, working on a farm, but finding that monotonous and not suited to his ability, he had gone to New York City to seek his fortune.

"There he got in with bad company and started on his criminal career.

"He had been in the House of Correction several months, so he gave me tips about the way to act there.

"'He said, 'Buddy, you've got a year to do, and a year in this joint is like doing ten years in stir. Keep your mouth shut and mind your own business. And whatever you do, don't be a rat; they're bumped off when they get out, and it's a dirty trick to rat on a fellow-prisoner, anyway. Don't antagonize the guards; hate them all you want to, but work them for your own good.'

"I thanked him, and then he went on: 'Kid, you're in here for a year for jack-rolling. This ought to teach you a lesson. Leave me tell you, the next time you pull anything off, pick out a racket where there's dough, so if you get caught it's worth doing time for, and if you get away, you're all set for the rest of your life. Now compare us here. We both got the same rap, one year in this hell-hole, but I pulled a ten-thousand-dollar deal, and you got less than a hundred dollars. Don't you get me? Besides, get into a respectable racket, so you can dress well and mingle in society. A jack-roller hain't got any chances, anywhere. Take it from me, kid, when I get out of here I'm going to pull off one big haul, and then retire for the rest of my life.' . . .

"The population of the House of Correction is composed of the lowest kinds of human derelicts and wrecks. It is the melting-pot for the scum of the underworld.

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"Once caught in its net, the prisoner is as helpless as the moth in the spider's web. There's something about it that deadens the mind, that poisons the soul, and blights every feeble ambition except stealing.

"I know. I existed in its scum for a long year. In my cell I had a calendar, and I marked off each day that dragged by.

"Imagine marking off three hundred and sixty-five days in hell. My only enjoyment consisted in a little reading, dreaming, tobacco, and my conversations with Half-Pint. How he could describe the joys of living, which to him consisted of a good racket, a swell 'broad,' and a fine automobile."

FINALLY, the boy was released from the House of Correction. Then the advice given by Dr. Healy ten years previously was followed. In a congenial foster home the lad changed amazingly.

He is now an honest, self-supporting citizen, married and devoted to his wife and little son. Tho five years have elapsed, Professor Shaw assures us that—

"During this period there has not been a recurrence of any delinquent behavior. Furthermore, he has developed interests and a philosophy of life which are in keeping with the standards of conventional society.

"While it is impossible to analyze all the factors which have been instrumental in producing these modifications in his interests and conduct, it may be assumed that they were due, in large part, to changes in group relationships. In other words, his present behavior trends, interests, and philosophy of life have developed as a product of his participation in the life of conventional social groups."

FOUR years after his release the former "jack-roller" was able to write of his "come-back":

"I am now settled in the warmth and congenial atmosphere of my own home with my wife and child.

"For once in my life I have something worth while to work for. I want my child to have all of the advantages that were denied me. Already I have taken out a life-insurance policy for him, which will mature when he is old enough for college. I want him to have a college education, and be a refined professional man. Nothing in the world could now take the place of my wife and child in my life, as they mean everything to me. . . .

"In looking back over my past life and comparing it to my present one, it is hard to see myself as the incorrigible boy who would not stay put.

"I am not surprized that the various correctional institutions, in which I was to be reformed to meet the requirements of society and to emerge never to sin again, did not reform me. Society can force children into correctional institutions, but it can not force them to reform. In order to reform a boy, you have to change his spirit, not break it, and only sympathetic treatment will do that.

"My reformation I attribute to the people I came in contact with after leaving the House of Correction, and through whom I met the woman who is to-day my wife."

The far-reaching significance of this autobiography, points out Professor Shaw, is to show that the problem of the gangster and the gunman is "to get back to first causes in the neighborhood where traditions teach delinquency and where crime is the most interesting play of children." It indicates "a thoroughgoing program of community prevention in place of the present emphasis upon institutional correction."

The New Believers

By Roselle Mercier Montgomery

I say that the magnet floats in space by the power of God. The magnet repels another magnet by the power of God. —Dr. W. R. Whitney.

A contemporary has rightly said that the only deeply religious people of our largely materialistic age are the earnest men of science.—Albert Einstein.

THEY who have worshiped at one shrine alone,
The shrine of truth, they who have long assailed
The ancient altars where old faiths prevailed,
Begin to sense that truth and God are one,
And grow more humble now, more reverent.
For science, challenging the infinite,
Descries, beyond the furthest star, a light
That leads to worship and to wonderment.

Let doubts bedim the minds of lesser men
Who can not find God in the books and creeds—
These research men derive Him from His deeds;
Let earth-bound ones, their eyes upon the sod,
Broadcast today the cry, "There is no God"—
The scientists discover God again!

—*The New York Times.*

But the Big Ones Get Away

IT ISN'T THE MORONS who are responsible for crime waves.

It is the clever people, people who are smart enough to avoid detection, we are told, who commit most of the crimes which startle the country.

"One intelligent stockbroker," says Dr. Abraham Myerson of Boston, "can do more harm through his manipulation of the market than all the mentally diseased persons in the State of Illinois."

That, says the Boston physician, disposes of the contention that the mentally diseased constitute a major criminal problem. "No, they just happen to get caught more often than intelligent people."

As for surgical methods of preventing crime increase, Dr. Myerson believes that "sterilization of the unfit" is not justified. In the first place, not enough is known about the facts to prove that this procedure has any value. In the second place, there might be sharp differences of opinion as to fitness or unfitness.

THE Boston specialist's remarks are quoted approvingly by *America*, a New York Roman Catholic weekly, which says they show that scientists are giving up the theory that a great, perhaps a major, part of crime in this country is due to mental instability or to physical conditions easily removed by the surgeon's knife.

The most dangerous criminal, observes this Roman Catholic weekly, is the man who has developed his intellectual faculties to their highest pitch, and eliminated every principle of religion or morality. In fact,

"Illiteracy may mark the small fry, but it is not, most assuredly, the hall-mark of the successful criminal.

"The warden of a Federal penitentiary once remarked to a group of visitors, 'My boys here are the "boobs" in the profession. The leaders in crime, the specialists, you will probably find in our best apartments, or in retirement upon their estates. They do not know what the inside of a prison looks like.'

"Until the influence of the Sunday-supplement scientific school of thought wanes in this country, we shall have large groups who believe that crime can be done away with by teaching every child to read, write, and cipher, and so attain to the bachelor's degree.

"All who are unable to acquire sufficient proficiency in these useful arts must be trundled into a laboratory where they will be deprived of their criminal tendencies by doctors of philosophy and assorted scientists. It is pathetic to observe the omnipotence which the uneducated and the self-trained attribute to science (altho if prest, they would be quite unable to explain what they mean by 'science') and to the power, hardly less than omnipotence, of an act of the legislature.

"Only a few years ago, these obtuse but well-meaning people seriously urged the legislature of one of our greatest States to replace a number of the State and city courts by boards composed of psychiatrists and 'scientists.'"

MEANWHILE, says *America*, the State has one remedy at hand which it persistently refuses to use:

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"Less empty talk about science, and a training in religion and morality for every child in the schools, means fewer criminals. At present, that training is denied to at least 90 per cent. of our children, and, after nearly a century of paganized public education, we have more criminals than any other country in the world.

"Happily, opposition to this alleged education grows stronger day by day. May it grow strong enough to restore throughout this country the Christian and American principles upon which all our schools once rested."

India Discovers Our Caste System

IT WAS BY A STRANGE TWIST of circumstances that an Oriental discovered a good Samaritan in the United States. And the good Samaritan, whose heart was larger than his learning, and who was richer in honest virtue than in material wealth, didn't even know the meaning of the phrase.

The story appears in the New York *Christian Advocate* (Methodist), which vouches for its truth, saying that only the name is fictitious.

Ratnappa Jeevalo, a cultured Christian from India, who is a student in one of the great American universities, was invited to address a missionary conference at a well-known convention center in the East. It is also important to remember the locality, since it might be assumed that the incident could have occurred only in another section of the country.

The alien Christian was to have been met by a minister, but fate disarranged the plans. The conference was on an island some distance from the city, and, the hour being late, Mr. Jeevalo found a taxi, and instructed the driver to take him to a hotel.

And here we quote from *The Advocate* directly:

"As he entered the lobby of the hotel, the clerk looked him over.

"His skin was very dark, for he comes from South India.

"When he applied for a room, the immediate response was, 'Sorry, sir, but we are full up.' He went to another hotel, and the same thing happened.

"He went to nine different hotels, but everywhere he met the same response.

"He knew why he was not wanted, but he was proud of his heritage and of his color.

"He returned to the railway station, hoping to be permitted to spend the rest of the night there, but was informed that this was not allowed.

"He was perplexed. He did not know which way to turn.

"The taxi driver had become keenly interested. He turned sympathetically, and said abruptly, 'Well, I'll find you a bed in this man's town.'

"So saying he drove off to the police station, and explained the situation to the officer in charge. The policeman wrote down in correct form all the particulars concerning this stranger, including his birthplace, his father's name, why he was here, the color of his eyes, and, not least important, the color of his skin—'very dark brown.'

"These details having been complied with, he said bruskly, 'Sure he can have a bed here.' Mr. Jeevalo was then shown a cell down the hall where there was an empty cot. The second cot was occupied by a drunken sot who had been brought in off the streets an hour or two earlier.

"The officer and the taxi driver departed, leaving their guest to make the best of the situation. In a little while, however, this uninvited guest returned to the office saying he could not sleep there because the drunken man, taken ill, had become a nuisance. He asked the privilege of sitting up in the police station until morning.

"There they were, a night-coasting taxi driver, a hard-boiled police officer, and a Christian gentleman and guest from India.

"Finally, the taxi driver turned to Mr. Jeevalo and said, 'Well, friend, this is too bad. I am not going to see any man like you sit up all night. I am on night duty, and will not be through until morning. You come up to my room and sleep in my bed, and don't worry; I'll come and get you before breakfast.'

"So saying, he picked up the Indian's bag and they drove together to a small, plain room in the poorer section of the city. Mr. Jeevalo accepted the offer of hospitality, and with deep feeling said to his benefactor, 'You certainly are a good Samaritan.' 'Oh, never mind that,' said the driver. 'I want you to get a square deal, and you're welcome.' It was then 3:00 A.M."

THE taxi driver returned for his guest at seven o'clock the next morning, and took him to breakfast. After breakfast the driver put Mr. Jeevalo on the ferry that would take him to the missionary conference. To continue:

"The taxi driver declined to take a cent for the fare, room, or breakfast, but Mr. Jeevalo forced some money on him.

"Mr. Jeevalo was almost overcome with gratitude, and again he said, 'You certainly have been a good Samaritan to me.'

"The taxi driver could stand it no longer, and said, 'Say, what do you mean? That's twice you've called me a good Samaritan. What does that mean?'

"Our Indian Christian looked at him in astonishment, and said, 'Have you never heard of The Good Samaritan? Don't you know the story?' 'No, I don't know what it means.' 'Well,' said Mr. Jeevalo, 'we still have time.'

"And there on the deck of the ferry-boat, the man who had learned the old story in India told it again with effectiveness and meaning to a taxi driver in an American city, who did not know it, but had been living it.

"'That's great,' he said. 'Where did you learn it?' 'Would you like to see the story in print?' said Mr. Jeevalo. 'You bet,' said the man.

"Thereupon Mr. Jeevalo handed him a New Testament, marking especially the story of The Good Samaritan, and adding, 'There may be some other things in there you would like to read.'

"Mr. Jeevalo returned to his college studies, and he assures his Christian friends that the thing he wants to remember about this whole experience is the kindness of the plain, unlettered taxi driver."

Buffoonery in the Pulpit

NO WORD HAS COME FROM HEAVEN whether a woman who has shorn her hair in the latest style will be welcome there.

Nevertheless the question has been raised in the pulpit, tho it is not announced by what authority the preacher assumed to answer it.

Unhappily, such themes are not uncommon in the pulpit, and *The Baptist* voices a "timely protest" against what it terms "the vulgarization of religion."

"The cause of the Church and of Christianity," remarks *The Baptist* emphatically, "is not advanced but retarded by the advertisement of sermon themes, which are themselves coarse and low, and calculated to appeal only to the instincts of a morbid or a base curiosity."

The Chicago journal's remarks are occasioned by *The American Mercury*, which, in its "Americana," is accustomed to collect bizarre incidents in church life and display them for the amusement of its readers. And *The Baptist* notes sorrowfully:

"In a single issue we find recorded four sermon subjects of the type to which we are referring: 'Can a Bobbed-Hair Woman Go to Heaven?' 'Will There Be Any Bootleggers in Heaven?' 'How Do Sons-in-law Get Along with Mothers-in-law in Heaven?' and 'All Aboard!'—an unobjectionable theme, but illuminated by ushers who used railroad lanterns to seat the people, and by the installation of an electric train, which lent color to the service by running round the platform, and lent sound by its exhaust and whistle.

"It does not add to our complacency to note that three of these four subjects were the choice of Baptist preachers.

"We do not know with what malign intent or covert amusement these eccentricities are paraded, but our sense of humor is not sufficiently cultivated to enjoy them; we rather bow our heads in a kind of vicarious and collective shame.

"We do not speak here of the disservice which such irresponsible servants of His render to their Lord, of whom Dean Inge has lately truly said, 'His was a commanding personality: no one ever dared to take liberties with Him.'

"We are engaged in serious business. The gospel is neither a joke nor a conundrum, and buffoonery has no place in the pulpit."

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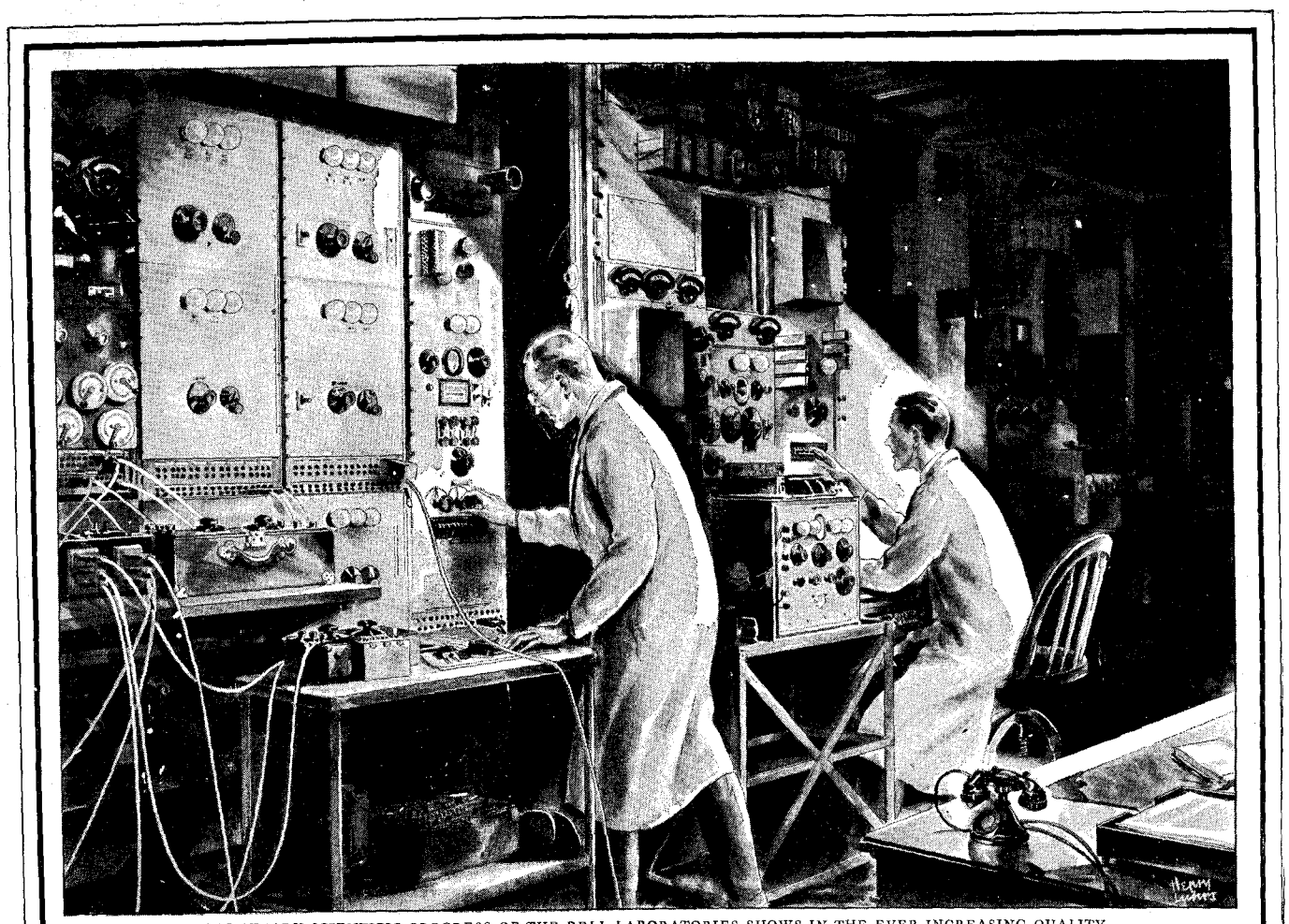

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BELL TELEPHONE LABORATORIES, Incorporated, is the scene of a progressive conquest of natural forces that aims to let you speak clearly, quickly and cheaply to any one, anywhere in the land and even to distant countries. More than 5000 scientists and assistants are busy there and elsewhere in the Bell System studying the problems of sound transmission. Its work is the growing foundation of the telephone art; and it has, besides, helped to make possible the radio, sound pictures and special apparatus for the medical profession.

Among its achievements are the underground cables which make city telephone service possible, better and faster long distance service, service to ships at sea, and to millions of telephones beyond the seas. The steady scientific progress of the Bell Laboratories shows in the ever-increasing quality and scope of your telephone service. Its new developments in every type of equipment clarify and speed up your telephone talks and give you more and better service at low rates. Every advance it makes is available throughout the Bell System.

The Bell System is an American institution owned by more than 500,000 stockholders. It places before you the benefits of its technical achievements and the co-ordinated efforts of more than 400,000 trained workers. It accepts its responsibility to further the development and welfare of the nation by furnishing the public the best of telephone service at the least cost consistent with financial safety.

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THE EIGHT

Whenever and wherever comparisons are made—the value is found in Buick

Men and women thronging automobile shov
Carefully weighing motor car values! Discoveri
for themselves why America buys more than tw
as many Buick Eights, month after month, as a
other car at or above Buick's price!

They examine bodies. And find the beauty a
luxury they seek in Buick Bodies by Fisher—sty
in the distinctive Buick manner—upholstered
broadcloth, whipcord or mohair—skilfully sea
against heat, cold or noise.

They examine engines. And find strength, s
plicity, power, in Buick's Valve-in-Head Strai
Eight engine—mature result of twenty-seven ye
of fine engineering—acclaimed everywhere
sparkling performance on the road.

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AS BUICK BUILDS IT

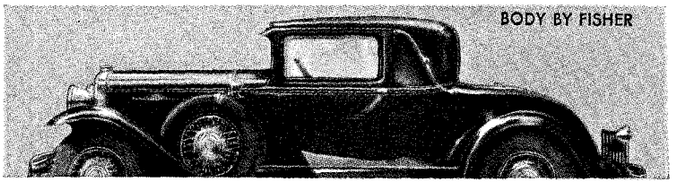
hey examine chassis. And find the Buick chassis pattern of sound, skilled construction—with extra-ıgged double-drop frame; silent-shift Syncro-Mesh ransmission; worm and roller type steering mecha-ism; torque tube drive; large, powerful, weather-roof braking system.

Whatever feature of the car they consider—what-ver body type they examine—men and women find ıtstanding value in Buick. For all Buicks are iden-cal in quality . . . all have Syncro-Mesh Transmis-ons, Valve-in-Head Straight Eight engines, and sulated Bodies by Fisher . . . all are *Buicks* through ıd through.

Give careful study to your motor car purchase. ıtisfy yourself of the deep worth which causes more people to buy the Eight as Buick Builds It than the fourteen other eights of its price combined. Whenever and wherever comparisons are made, the value is found in Buick.

The new Buick Straight Eights, in four series and in four price ranges, are offered in twenty luxurious models, from $1025 to $2035, f. o. b. Flint, Michigan.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation



WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

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CURRENT POETRY

UNSOLICITED CONTRIBUTIONS TO THIS DEPARTMENT CAN NOT BE RETURNED. UNPUBLISHED POETRY UNAVAILABLE

IN the November-December *Bozart and Contemporary Verse* (Atlanta), Mr. Hartsock, the editor and poet, utters these swan songs. His regrettable death was announced shortly afterward:

TWO SONNETS FOR ETERNAL ARMISTICE

Again we have suffered a pompous celebration of Armistice Day, and again we approach the Christmas orgy, with the world armed to the teeth. International mistrust, tariff, taboos, and everywhere armies marching. . . . Every schoolboy in khaki; every cinema and newsreel bursting with naval and military propaganda; every newspaper seething with the unrest of our insidious imperialism. Before this spectacle of annihilation, your editor offers this protest:

BY ERNEST HARTSOCK

We who are given breath, no choice of ours,
  Brothers against unfathomable odds,
By some dark headlong planetary powers
  Kissing in haste to thwart the jealous gods,
How shall we feed the fear that is our burden?
  Betraying beauty that we so seek after,
Shall we destroy the ages' golden guerdon
  By armistice with Bedlam's hostile laughter?

Shall we whose timid flesh resents to die
  Be torn like hares, the blood-eyed hawk's reward
When velvet of mouth to mouth and thigh to thigh
  Proclaims a splendor to eclipse the sword,
And when on time's old cratered battlefield
  One conqueror, Love, alone shall never yield?

Life has no quarrel but with dust and sadness;
  Our enemy is death and hate and tears,
And more than all a Damoclean madness,
  Prophetic finger at the feast of years,
O let us march, then, comradely and kind,
  The little march against immortal losses;
We can not go alone for we are blind.
  We can not bear alone the nations' Crosses.

Then with the voice of healing, let us cry
  The clarion of eternal pentecost
Across the tempest where the martyrs die,
  Like him who walked in peace when all was lost
In purple turbulence on Galilee—
  Cleaving a path of rapture through the sea.

VERLAINE furnishes endless fascination to the translator, so, tho these have been done before, the London *Spectator* offers versions for comparison:

TWO PIECES FROM PAUL VERLAINE

BY F. E.

Fantoches

The moonlight sheds a glamour on the scene,
And Punchinelle and Scaramouche, half-seen
Against its pale gleam, unspeaking stand.

The old calm-eyed physician sits alone,
Gabbling runes to himself in an undertone
And scratching mystic symbols in the sand.

The while his daughter drifts among the trees
But lightly clad: Searching the darkened seas
For a familiar sail;

Which brings her pirate lover from the Main
Whose love thrills through her body like the pain
Of the vociferous nightingale.

Mandoline

The soft-tongued serenaders
  Echo their faithless vows,
To the girls who listen quietly
  Under the boughs.

Their gleaming silken vestments,
  And long, pale satin trains;
Their strange exotic beauty,
  The listening heart enchains.

And the faint sound of the mandoline
Fades
Into the rose and grey moonlight.

THE *Ave Maria* (Notre Dame, Ind.) again shows the poetic spirit is alive there:

AUTUMN ENDING

BY NORBERT ENGELS

Now must this autumn pass:
  Meadow, and sweep of grain;
Flower, and field of grass;

River, and rush of rain,
  Youth, and the thought of age;
Age, and the dream of pain?

Now for the whiter page,
  Winter, unbroken fields,
Death for a heritage;

Winter, and whiter shields
  Bearing the warrior dead;
Keener the sword it wields

Striking the bending head.
  Now must this autumn die,
Bleeding in gold and red?

Then let the mound be high;
  There let the stars and moon
Bend when they're passing by.

IF this plaint often uttered in prose to-day is soon forgotten, perhaps this metric version will sink deeper. From *The Poetry Review* (London):

BALLADE OF BOOKS

BY ADA M. FITTS

Too many books in the world today,
  Too many authors who shouldn't write;
Some of them promising. Sad to say
  All of them think they have seen the light.
  Shades of the Masters, oh! tell us right,
Help us to follow where you have led;
  How can we better the growing blight?
Too many books that never are read.

Books for the buying—a smart array—
  Handsome bindings our eyes invite;
How can we choose, be it yea or nay?
  Reading and delving from morn till night.
  Books for review—they are listed right,
Here come the buyers—there's hope ahead;
  Best sellers jostle old writers trite,
Too many books that never are read.

Authors be chary; re-vamp you may,
  Passionate readers forget o'ernight;
"Books of the month"! What are they, pray?
  Critics are despots in awful might.
  All the Immortals still shine as bright;
Shakespeare is manna for heart and head;
  Modernists shriek and our nerves excite,—
Too many books that never are read.

ENVOY

Where are the readers of yesterday?
  World-renowned critics? Ah! long since dead;
Too many authors are writing to-day,
  Too many books that never are read.

MAYBE the test of queenliness is to be found in the disenthroned, and the world offers examples to furnish a touchstone to this in *The New Statesman* (London):

AN EXILE

BY RICHARD CHURCH

I saw the queen of that lost country pass.
Though she was far beyond her loyal bounds,
I knew her by her grace. She trod the grass
As though she held in leash her restive hounds—
And yet before her nothing but the dew.
Her princely hands were idle by her side.
Late treachery and ruin I could view
Carven in pallor on her cheek and brow.
This, and the chill of morning made her pride
Shine only purer, without the pompous taint
Of royalty crowned. She went so humbly now;
A fallen queen exalted to a saint.

FRONTIER values are given a humorous twist in *The Southwest Review* (Dallas):

HORSE THIEF

BY PAUL THOMPSON

Oh, the bandit bold, and the bandit brave,
Was lowered to the cold, cold grave.

"Put 'em up, all in sight,"
The bandit holloed one dark night.
Up they went, all hands there:
They knew the bandit called Grizzly Bear.
He gathered up all money in sight;
Then he turned, shot out the light.
He tried to make his get-away:
He stole a horse, a great big bay.
If he had just robbed the place
They wouldn't have tried to give chase.
But to steal a horse, there in the West—
The posse wouldn't give him no rest.
When they caught him, they strung him high.
He kicked a bit; then he died.

Oh, the bandit bold, and the bandit brave,
Was lowered to the cold, cold grave.

TWO pictures, and out of them Galsworthy frames his creed. From *The Week-End Review:*

AMBERLEY WILDBROOKS

BY JOHN GALSWORTHY

By this bright river bordering the mead,
Beflagged by reed and rush and willow tree,
Where dragonflies across the water lead
The winged rout of noonday revelry.
I stand ecstatic, silent, with a brain
Bemused, as stand bemused the tawny kine,
And watch high summer sink and lift again
And feel its spirit stealing into mine.

Here when in winter-time the wild brooks brimmed
And with their salty flood annulled the earth,
Till with a lake the dreaming Down was rimmed,
And wandering water-beauty came to birth
With floating birds, and the green icy sky,
And far the sun so pale and pitying shone;
Here on this bank, no less bemused, stood I
Until the winter's mood and mine were one.

Man is a dreamer, making for a day,
Until the wildbrooks of oblivion brim;
'Tis well his waking self should slip away
And momentary dreaming comfort him;
For so he learns, before the long sleep comes,
That in himself revolves the starry scheme,
In him the winter's mute, the summer hums,
Just as it will be in the endless dream.

IN seventeenth-century vein *The Spectator* (London) gives us a little homily on a present-day feminine foible:

TO JULIA

BY GEORGE VAN RAALTE

ON SEEING HER EYEBROW NEWLY PLUCKED

Dearest, thy too-much-order'd charm
Doth thee, I swear, some harm.
As roses with too curious care
Oft-tended not the sweetest are;
  Or as a dress
  Not bravely set to dance
  Lacks wantonness
  T'attract a lover's glance;
So, 'neath that pluck'd and pencill'd brow,
Julia, thine eyes less sweetly glow.

Bethink thee how thou hast dismayed
Those pretty Loves that played
Like little sunbeams there, or shed
Their angry fires upon my head.
  Thou has not cause
  T'accept as others do
  The fashion's laws.
Then prithee do not so:
It likes thy Herrick not to see
This barbarous civility.

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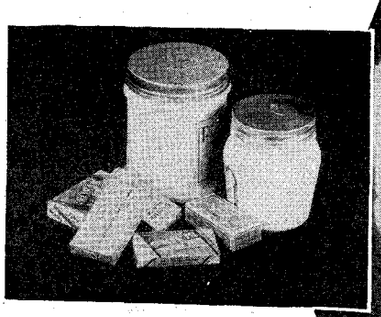
With that $3 you save

buy cold cream for yourself—
razor blades for your husband

There are so many things you can buy with that $3 you save by using Listerine Tooth Paste at 25c instead of dentifrices in the 50c class. Cold cream and razor blades are merely suggestions.



How REFRESHING . . how CLEANSING . . how SAFE —this modern thrift dentifrice

HERE is a dentifrice at 25c that will win you the moment you try it.

You will be delighted by the wonderful refreshing effect it has on the mouth—a feeling of cleanliness, invigoration and well-being that you associate with Listerine itself.

Note, too, how gently but how swiftly it erases tartar and discolorations from the teeth. Note how it penetrates into those hard-to-get-at crevices between teeth, and sweeps away fermenting food particles.

After you have tried Listerine Tooth Paste a few days, examine your teeth and see how much more attractive they are. You will also perceive that they are beginning to have a delicate, lovely luster. This is due to the presence of modern polishing agents, which keep teeth looking their best.

You will discover an immediate improvement in the hygiene of your mouth and the appearance of your teeth.

Moreover, Listerine Tooth Paste is safe for all types of teeth. Its cleansing ingredients are the most costly obtainable and are selected because of their gentle action. They simply cannot harm enamel.

Get a tube of Listerine Tooth Paste. You will be delighted by its results and by its economy. Lambert Pharmacal Company, St. Louis, Mo., U. S. A.

The makers of Listerine Tooth Paste recommend
PRO-PHY-LAC-TIC
TOOTH BRUSHES

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Industrial Efficiency by Amateur Movie

WHAT ARE "THERBLIGS"?

Most all workers have them.

They are detected and studied best, it seems, by the amateur movie-camera, and the article quoted below tells what they are.

Far from being comic, they are part of something extremely important to industry, especially just now, when all waste is being rigorously cut out.

This important something is the time-study of industrial operations to find the "one best way" to do them.

And this time-study by film now solves numerous problems of modern business, we are told by Louis M. Bailey, writing in

Bell and Howell. Illustrations by courtesy of *Movie Makers* (New York)

They Are Studying His "Therbligs"

Movie Makers, a publication of the Amateur Cinema League (New York).

The interest of this organization is explained by the fact that the so-called "amateur" machine, with its small 16-millimeter (⅝ inch) film, has been found to be the best for the purpose. Designed as a toy, it has turned out to be a potent aid to the industries. Writes Mr. Bailey:

"In the recent use of motion-pictures to promote industrial efficiency, startling figures have been gathered, demonstrating this medium to be ideal in discovering the 'one best way.'

"Two recent studies by J. A. Piacitelli, efficiency expert, made with the motion-picture camera, produced the following interesting results:

"On the first job, production increased 60 per cent.; fatigue was reduced; average group earnings were increased 9 per cent.; unit cost was reduced 28 per cent.

"On the second job, production was fixt by process, but operating personnel was reduced; fatigue was lessened; average earnings were increased 19 per cent.; unit cost was reduced 26 per cent. Mr. Piacitelli says, concerning this phase of his time-study work:

"'I have used the motion-picture camera on many jobs, and in each case the time and expense have been more than justified by the results obtained. There is no doubt in my mind that the recording of facts, especially in the case of a short repetitive cycle, is more economically done by this than by any other method.'

"Almost twenty years ago Frank B. Gilbreth recognized the necessity of recording time and conditions accurately and simultaneously, according to Allan H. Mogenson, assistant-editor of *Factory and Industrial Management*.

"In the building-construction field, this was accomplished by taking still photographs at intervals to secure a progress record.

"Next came the photographing of the various positions taken by workers in bricklaying and shoveling, and recording the elapsed time from one position to another. These studies prompted Mr. Gilbreth to make his statement, now quite well known, 'The greatest waste in the world comes from needless, ill-directed, and ineffective motions,' a condition he devoted his lifetime to solve.

"Micromotion-study, by the aid of cinematograph pictures of a laborer at work, and an especially designed clock that shows divisions of time on each picture, was the next logical step.

"Industry is turning to the amateur motion-picture camera for aid in solving many production problems. It has also been found that machine and tool designers can benefit greatly by motion-study and can, through its use, coordinate men and machines in a manner never before possible, according to Mr. Mogenson.

"He strongly emphasizes, however, that motion-study is not a speeding-up proposition. On the contrary, it seeks to find the one best way of doing a job, which is usually the easiest method. It results in increased production and wages, and in decreased cost and fatigue."

To make a micromotion study, the operation to be analyzed is photographed, including a microchronometer, a clock having a hand making twenty revolutions per minute and a dial with 100 divisions, shown in the illustrations. Thus time may be recorded to within one-two-thousandths of a minute. A recently developed microchronometer has three hands and is operated by a telechron motor. The small unit of time recorded has been designed by the Gilbreths as a "wink." Mr. Bailey goes on:

"The clock may be done away with by running the film through the camera at a constant speed. Thus, if the film passes through the gate at the rate of 1,000 frames per minute, the elapsed time between any two frames is .001 minute.

"For close work, a synchronous motor can be used to drive the camera.

"When the operation to be studied has been photographed and processed, the work has really just begun.

"It is here that the skill of the analyst is demonstrated.

"Using a small screen, the film is projected frame by frame. The motions of the operator are broken down into fundamental motions known as 'therbligs' (Gilbreth spelled backward).

"There are seventeen of these elements, and it has been determined that all hand motions may be classified in this group. Thus it is possible to separate and measure these units, to compare them under varying conditions, and arrive at an evaluation of human endeavor.

"A few basic laws are built on the strong human tendency to form habits. Proper placing of tools and materials reduces the effort required to use them, and skill is attained through an automaticity that relieves the operator of the necessity of conscious mental direction. Materials and tools should be so placed that the operator does not need to reach for them, and the motions should be of the simplest possible order.

"Micromotion study has proven that the human hand is too valuable to use as a holding device. Therefore, fixtures and clamps should be used to permit free use of both hands. Tools should be so located as to allow rapid release and ready location without the necessity for search and positioning.

"Once the 'one best way' has been established, the motion-picture camera also affords the best method for training new operators, and in the formation of proper habits on the part of the old workers. A complicated operation that defied definition and description can now be photographed, and the film run over and over again until the operator has grasped the fundamentals.

"Thus the cost and time involved in breaking in new operators can be considerably reduced, and the skill of the best worker made available to all. This will go far in the establishment of equitable wages rates in industry, Mr. Mogenson believes."

Some unusual uses to which this method of study may be put are noted in conclusion. Says Mr. Bailey:

"To determine the space in which a high-speed elevator may come to a stop without causing discomfort to the passengers, a time-and-speed problem is one of the unique uses to which Mr. Bassett Jones, life-member of the League, puts his amateur movie apparatus.

"Concerning the employment of the cinematogrametric method of obtaining records of airplane speeds in flight and on landings or take-offs, Finch and Bennett of the Aeronautical Safety Rating Company, say: 'This method appears to eliminate most of the errors of methods commonly used, its unique

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advantage being that the pilot is left free to concentrate on flying, so that instrument and personal errors are done away with.'

"The U. S. War Department has announced a method by which motion-picture cameras are used to study the effectiveness of antiaircraft fire.

"The 'cinematic spotter' consists of two motion-picture cameras, one at the battery position and another a measured distance away on the flank. The cameras are synchronized by an electrical device. They have proved highly successful in replacing observers who experienced much difficulty in spotting all bursts about targets, due to the speed of modern antiaircraft fire, which reaches 100 shots a minute with a four-gun battery.

"The motion-picture cameras work as rapidly as the guns, and show accurately on the films whether the shots were close enough to spray an enemy plane with shrapnel or fragments of high explosives.

"In fact, so valuable is amateur equipment in aiding in the solution of various industrial efficiency problems, that any industrial plant, regardless of its size, may well devote investigation to the employment of this medium.

"To neglect it is to disregard one of the most effective tools for industrial research."

How to Keep Valuable Newspapers

ALL RECORDS PUBLISHED ON MODERN wood-pulp papers are faced with the probability of destruction within a spectacularly short time, says Dr. R. P. Walton, formerly of the New York Public Library.

This, he asserts, is particularly true of newspapers printed on paper made of ground wood.

Newspaper accounts of the World War which were printed on paper of this description will soon crumble and disappear, while newspapers of the Colonial period, printed on paper made from rags, will still faithfully carry their stories of early American history. Writes Dr. Walton in *The Scientific American* (New York):

"Custodians and librarians have been faced with this responsibility of perpetuating records which have been printed on highly transitory and impermanent paper stock. Accordingly, some rather elaborate methods have been developed in the efforts to rescue these accounts from rapid extinction.

"Princeton University, at a cost of about $20,000, has prepared clippings of the World War, and has used a special process in attempting their preservation.

"The 81,242 pages, which make up the scrap-books, were treated with a specially prepared paste, which acts as a preservative. After being mounted, the loose sheets were placed between blotters, and each submitted to a three-ton pressure.

"This pressure was maintained for five weeks with each sheet, a careful watch being kept from day to day to see that the pressure was uniform. The result was that all the moisture was taken from the paste, leaving the columns of printed matter a permanent part of the page.

"After considerable experimentation, the New York Public Library has developed its own method. Essentially the process consists in covering both sides of each separate sheet with Japanese tissue. A pure wheat-flour paste serves as the adhesive.

"To begin the process, a large glass plate is brushed with the paste. A sheet of tissue is then laid on the pasted glass, and is also brushed with the paste on the upper side. The paper sheet is thereupon laid on the tissue, and this is covered in turn with another sheet of tissue, each being brushed with paste as soon as they are laid down.

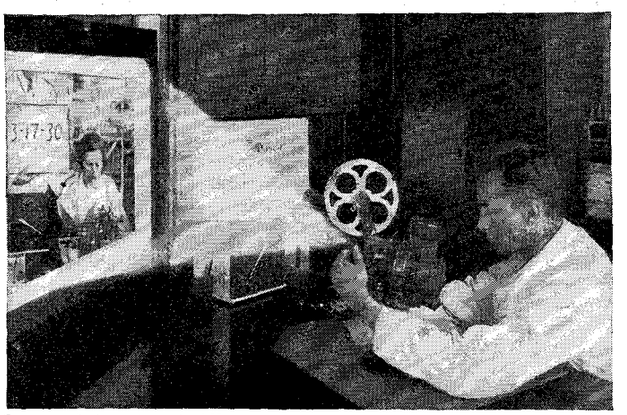
"After the newspaper sheets are thus mounted between layers of Japanese tissue, they are hung up to dry, then prest and run through a gas-heated mangle, with steel rollers, in order to smooth out all irregularities. The sheets are finally reassembled, sewed, and bound.

"The tissue is so thin that the size of the volume is not unduly increased. The strength of the paper is considerably increased by the additional backing, and this is an item of prime importance when newspapers and books are subjected to frequent use. Recent tests by the United States Bureau of Standards demonstrate that the strength is increased from three to four times by use of the tissue. The weight of the paper is increased about 50 per cent.; transparency is lessened, but not enough to make reading difficult."

Making Japanese Seaweed Jelly in California

A NEW AMERICAN FOOD-PRODUCT derived from sea-moss is being developed by adapting modern practise to one of the oldest industries of Japan, according to Prof. G. Ross Robertson of the University of California, in a report to the American Chemical Society.

Japanese fishermen have discovered ocean vegetation off the coast of California, which yields agar, or seaweed jelly. The dis-



Courtesy of *Factory and Industrial Management*

Above: A Motion Study Film.
Below: Analyzing It.

covery of the raw material, however, and its present commercial development are linked by a series of processes, Professor Robertson points out, which present a curious intermixture of modern chemistry and Oriental tradition. To quote the report:

"The principal source of agar on American shores is the maroon-red seaweed commonly collected in small sprays by vacationists on beaches of Southern California. The plant grows on rocks in tufts or bushlike masses, in the more turbulent waters, from low-tide mark down to sixty feet depth. The material known in America as 'agar' acquires its name as an abbreviation of the Malay term 'agar-agar,' which simply means jelly.

"According to legend, a Japanese emperor and party, traveling in the mountains, were marooned in a snow-storm, and accepted the hospitality of a peasant family. Anxious to offer the best, the humble host prepared an abundance of his choicest delicacy, seaweed jelly.

"Much of the food was left over, and had to be thrown out. This was an unprecedented act in thrifty Nippon, but it led to discovery. The discarded jelly lay upon a shrub where it froze during the night.

"Immediately thereafter came a thaw, and the householder was surprized to see the frost-bitten jelly collapse, the watery part leak away, and the remainder shrink to a glistening, crinkly, papery mass of trifling weight.

"Fortunately the mountaineer was bitten by the research bug at this point.

"He discovered that the dried jelly could be restored to dessert

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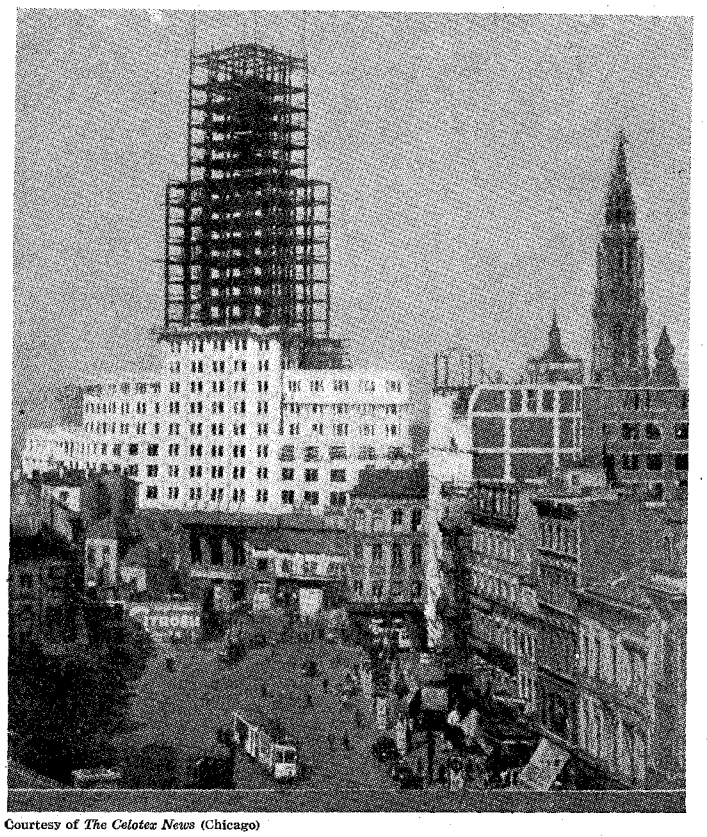
form, good as new, if it were merely heated again with water and cooled."

In this way, says the legend, arose the great agar industry of Japan. To this day operations are conducted in much the same manner. Sea-moss is taken to the mountains for the winter, and advantage taken of the succession of frosty nights and clear, sunny days.

The moss is extracted with boiling water for hours, and the extract strained through a coarse medium. The congealing, freezing, thawing, dewatering, and drying follow the idea given in the story. To quote again from the report:

"The discovery by Japanese fishermen of agar-bearing sea-moss in quantity on the Los Angeles harbor breakwater led to a small establishment in simple Oriental style in the near-by town of Glendale. It was quite obvious that California had plenty of sunshine, but not enough frost at night, for the application of the standard Japanese process. Hence came the call for artificial refrigeration.



Courtesy of *The Celotex News* (Chicago)

Europe's First Big Sky-Scraper Towers Over Antwerp

In the right background is the famous Antwerp Cathedral, which dates back to 150 years before Columbus discovered America.

"As a result, the operations attracted the attention of American industrial experts. The enterprise was refinanced and moved to commodious quarters in San Diego, a point more centrally located with respect to raw material. Here is now found the only agar plant on the Western Hemisphere.

"An entirely new assembly of modern machinery has been developed to meet the situation. The dried, baled sea-moss as delivered by the fishermen is washed with fresh water in open vats. It is then 'digested' under steam. The hot agar liquors, so prepared, are treated with charcoal, and filtered under pressure. The clarified material congeals readily to a firm jelly upon return to room temperature. Cans filled with the jelly are then frozen in brine tanks. A 300-pound cake contains from three to six pounds of agar. The cakes of frozen jelly are cut up finely in a rotary ice-crusher, and the granular mass cautiously thawed in a stream of water leading to the washing and filtering apparatus.

"The agar moss has been found as far north as Monterey—not quite reaching San Francisco. Southerly it reaches Magdalena Bay, Mexico. The San Diego operators estimate that about half of the available supply occurs below the Mexican line.

"The limited output of the moss harvesters is now the greatest problem of the California agar industry. At present $180 per ton is being paid at the door for crude air-dried moss, and only one-sixth to one-fifth comes through as refined agar. This establishes an initial raw-material cost of near fifty-five cents a pound at the start of the factory process.

"It seems almost impossible to harvest the moss by machine, altho a great deal of mechanical ingenuity has been expended on the problem. The rough seas which surge over the moss beds are the undoing of complicated mowing machines. There seems to be nothing equal to diving and hand-picking in deep water."

Europe's First Sky-Scraper

THE ACCOMPANYING PICTURE, of which the central feature is familiar to all Americans, was not taken in New York, or Chicago, or even in Atlanta.

Those who recognize the graceful cathedral spire at the right will realize that it represents a scene in the very old-world city of Antwerp.

Belgium is thus responsible for the Continent's first tall business structure. We read in *The Celotex News* (Chicago):

"When Columbus discovered America, Antwerp was already a city with centuries of history behind it; its cathedral of Notre Dame, the finest example of Gothic architecture in Belgium, was nearly 150 years old. Battered by centuries of war, the cathedral's 400-foot spire has since towered alone over the plains of Flanders.

"But now it has a rival in Europe's first sky-scraper, the twenty stories of which make it the tallest commercial building on the Continent. Built along nearly typical American lines, but to the design of Architect Van Hoenacker, it is the old world's first major effort to make its cities grow upward instead of outward.

"Translated as accurately as possible from the Flemish, the structure's name becomes 'The Farmers Cooperative Building.' Its lower floors, following the line of a street, swing in a wide semicircle. This portion of the building is approximately the same height as other new Antwerp commercial structures. Above this rises the setback or tower just as on American sky-scrapers.

"By permitting the construction of The Farmers Cooperative Building, Antwerp has taken the lead among European cities. In London, for example, the present maximum height is eighty feet with two additional stories permitted for roofs, spires, turrets, and similar ornamental work. That Antwerp should be the first continental city to permit the erection of a tall commercial structure is especially noteworthy, because no city of the old world has had a stormier career. From the days when Spanish armies were overrunning the Netherlands and Flanders, Antwerp has been a fortified city, almost continually harassed by the armies of various nations."

X-Rays in the Next Room

THEY MAY PASS THROUGH the walls and do damage, if the machine is not properly protected, according to *The Journal of the American Medical Association* (Chicago).

A Massachusetts physician writes to *The Journal*, propounding the following question:

"Is a young woman working constantly at her desk, which is in a room directly under that in which a busy roentgenologist takes his pictures, likely to be harmed in any way by the rays? The office building is new and modern, has ceilings ten or twelve feet high, and heavy hardwood floors covered with linoleum."

The editor of *The Journal* replies as follows:

"Assuming that the young woman sits directly under the X-ray tube, that the ceiling is composed of hardwood only, without cement or plaster, and that the distance from the X-ray tube is twelve feet, she would theoretically get a maximum of one twenty-fifth of the radiation administered in the room above while she is sitting beneath the X-ray tube. However, the hardwood has some filter value; the linoleum also acts as a sort of filter, and the plaster of the room below also has some filter value. If the floor is of concrete, then the filter is greatly increased, and the amount of radiation reaching the young woman is almost negligible.

"Under the circumstances it would only be fair and safe to suggest that the radiologist put a sheet of one millimeter of lead or of lead-rubber on the floor beneath the radiographic instrument so as to cut off all direct radiation. The indirect radiation is negligible under the circumstances of this case. If the floor is of concrete in addition to the hardwood, it will not be necessary to give any more thought to the matter."

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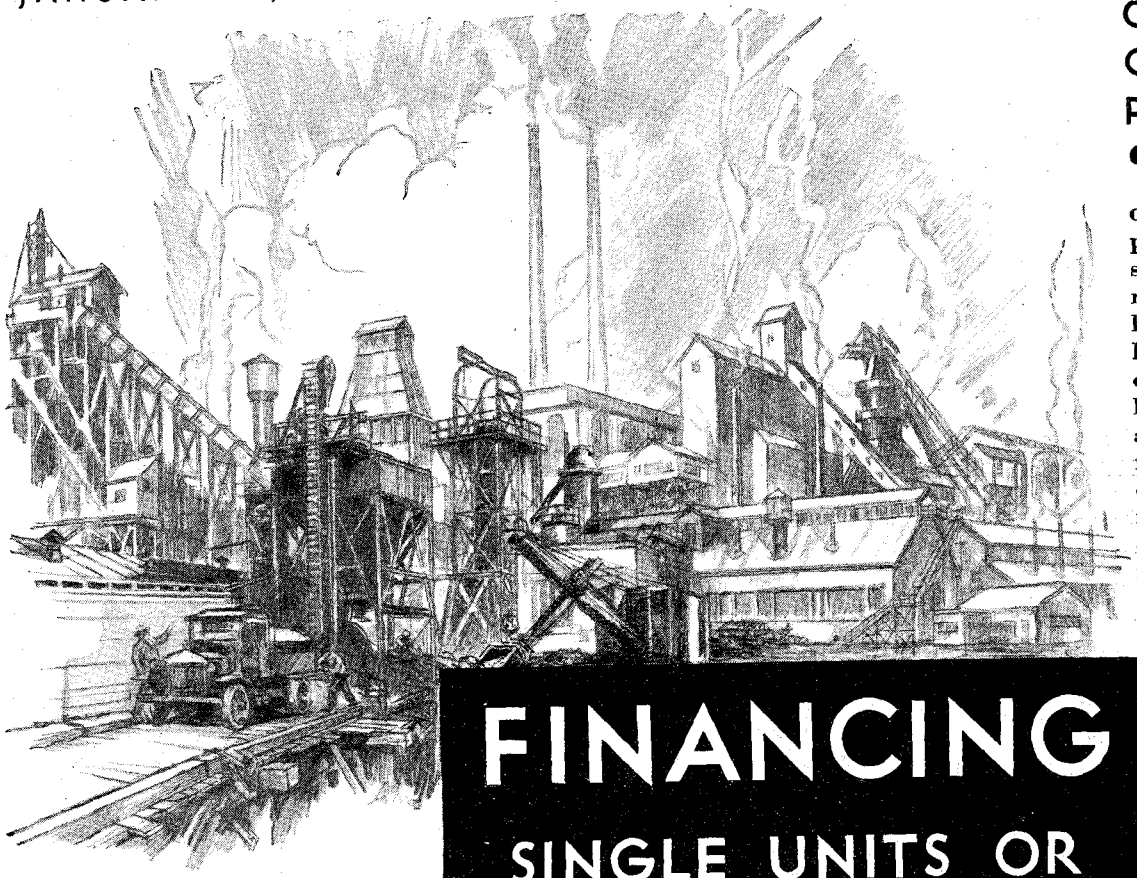

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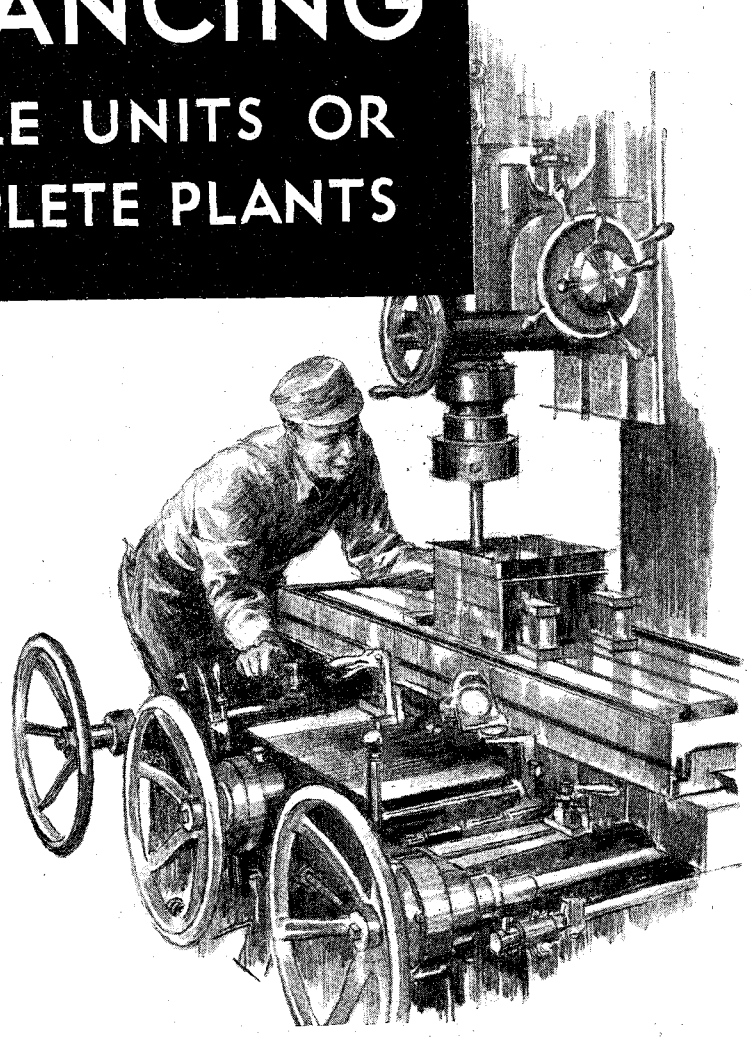

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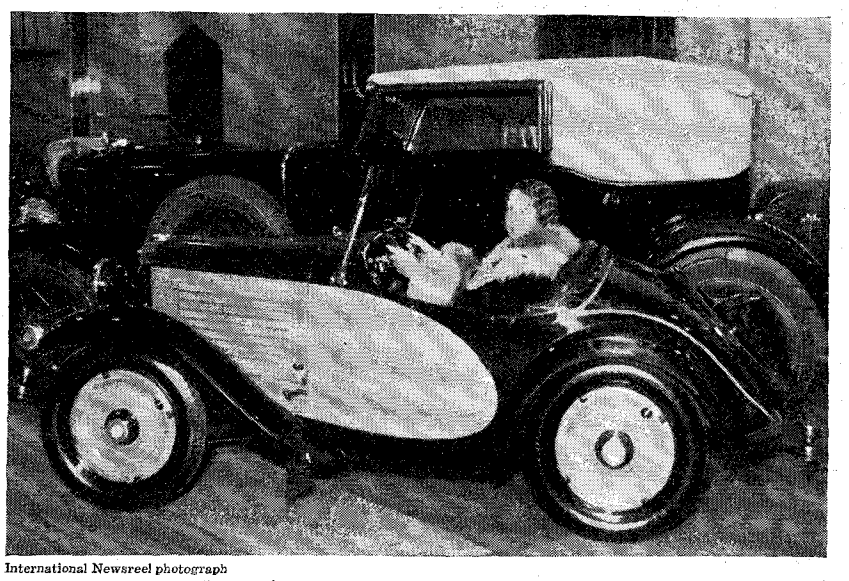
MOTORING AND AVIATION

The Automobile of 1931 Makes Its Bow

MERRILY HE ROLLS ALONG, the motorist of 1931, "syncro-meshing, three-speeding, four-speeding, and free-wheeling, while he hi-lees, hi-lows between low and high without stripping gears and ripping oaths.

"What with transmissions acquiring ball-bearings, springs and buttons, also herring-bone gears—that doesn't mean the gears have as many teeth as a herring has bones—various cars at the show offer footless clutches, useless firsts, silent seconds, and noiseless minutes."

But let us turn from Robert Mountsier's lyrical account, in the New York *Sun*, of the 1931 Automobile Show in New York to the equally lyrical accounts of other reporters.



International Newsreel photograph

Will This, the Tiniest Car at the Show, Untangle Traffic?

They bring us picturesque reports of cars so small that they can slip and wriggle through the densest traffic as easily as if there were no traffic at all, of a car that has run the equivalent of two and a half times around the world in six months, to show how dependable it is, of a car that puts your eye out with its finish of tomato red and yellow, of cars whose chassis seem so fragile and light that budding Sandows are lured to try to lift them, of cars with Louis XVI drawing-rooms tucked away inside.

And gadgets! A veritable gadgeteers' paradise!

Gadgets to stop cars, and start 'em. Gadgets to keep windshields clean. Gadgets to lock and unlock. In the New York *World*, Howard Cushman fairly breaks into song after a tour of the show, writing:

> Reamers and drills, reamers and drills—sing ho! for the garage man that cures all our ills! . . . Sing ho! for one that cures half of them the first time . . . bigger and better pumps . . . freer and freer air . . . air that is measured and weighed for your tires, sir.
>
> Cars without wheels on . . . wheels without cars on . . . a clinic of shamelessly denuded chassis, revealing glittering innards, metal tubes, and rubber organs . . . "let us prescribe the right oil for your motor."

IN short, now is America's annual moment of supreme motor-mindedness, the season of the automobile shows.

The New York show sets them in motion, and then like a pack of firecrackers they keep popping all over the country through January and February. The exhibition in New York will be history when this is read, and so will those of Philadelphia, Milwaukee, Buffalo, Newark, East Orange, and Cincinnati.

But, reading further in the calendar of shows published in *Motor*, we learn that just at this time the shows in Boston, Detroit, Baltimore, Pittsburgh, Montreal, Louisville, and Rochester are getting under way. And in about a week come the shows in Chicago, Cleveland, Washington, Syracuse, Albany, and Portland, Maine.

And the February calendar is almost as crowded, with the exhibitions in Minneapolis and St. Paul, San Francisco, St. Louis, Kansas City, Los Angeles, St. Petersburg, Peoria, Indianapolis, Omaha, Providence, and Des Moines.

And what is true of one show is true, in the main, of all of them. There are cars for every purse and taste, for those who order by price and those who order by horse-power. And they will be bought, in spite of the depression, which many hope to see ended in 1931. Indeed, if we can judge from much press comment, we can join with Dorothy Dayton, who exclaims in *The Sun* that "it's a poor slump that blows nobody good!" In short, the depression has helped the automobile world thus, according to Elmer P. Thompson, Jr , in the New York *Evening Post:*

During the last year, with the let-down in production, the designing departments have had a freer hand than since the very first days, and engineering staffs have been able to make many improvements that would have been impossible in a year of great production, when all attention would have been focused on turning out as many cars as possible.

A year ago the fuel pump, pioneered less than four years ago, was comparatively new, to-day all but three companies use it.

Free-wheeling is now sponsored by five companies, altho it was new to American production cars when introduced in the middle of last year. The carbureter silencer brought out this fall now has ten models using it.

Still other improvements that are becoming general are the use of chrome plating on finished parts to an even greater extent than last year, the use of some method to assure hardness and freedom of oxidation of engine and frame metals, non-shatterable glass; aluminum alloys of vastly greater strength have taken the place of former ones; rubber is being used more than ever to insure insulation from vibration.

So we might go on down the list and mention greater power, better brakes, double dropt frames, greatly improved carburetion from the standpoints of acceleration and economy, in fact, it is hard to name any important part of an automobile on exhibition that is not showing definite improvement over the parts of its sister model of a year ago.

THE 1931 automobile is a thing of beauty, all critics agree, something to appeal to the feminine heart, and so it is of specific beauties and refinements in the new models that Ruth Seinfel writes in *The Evening Post:*

> It is a long time now since manufacturers realized that displeasure, or even mild uncertainty on the part of the wife, daughter or sweetheart is likely to mean "No sale" on the cash register.
>
> One manufacturer displayed, at the recent salon in the Hotel Commodore, an interior which was as much like a Louis-Seize drawing-room as it could be, and still fit into the tonneau of an automobile.
>
> Gold-brocaded blue satin was the fabric [continues Miss Seinfel], dark polished mahogany the woodwork, ornamented with gold rosettes and arabesques.
>
> The whole feeling was one of royal luxury reminiscent of a day long past.
>
> Sitting in it was enough to make one feel like a queen riding in state, if only to the grocer's.
>
> Other new cars, both high and medium priced, tho not so spectacular, are none the less marvels of consideration for the mistress's comfort.
>
> The supply of ash-receivers has had to be doubled. Instead of only one, on the side where the gentleman is accustomed to sit,

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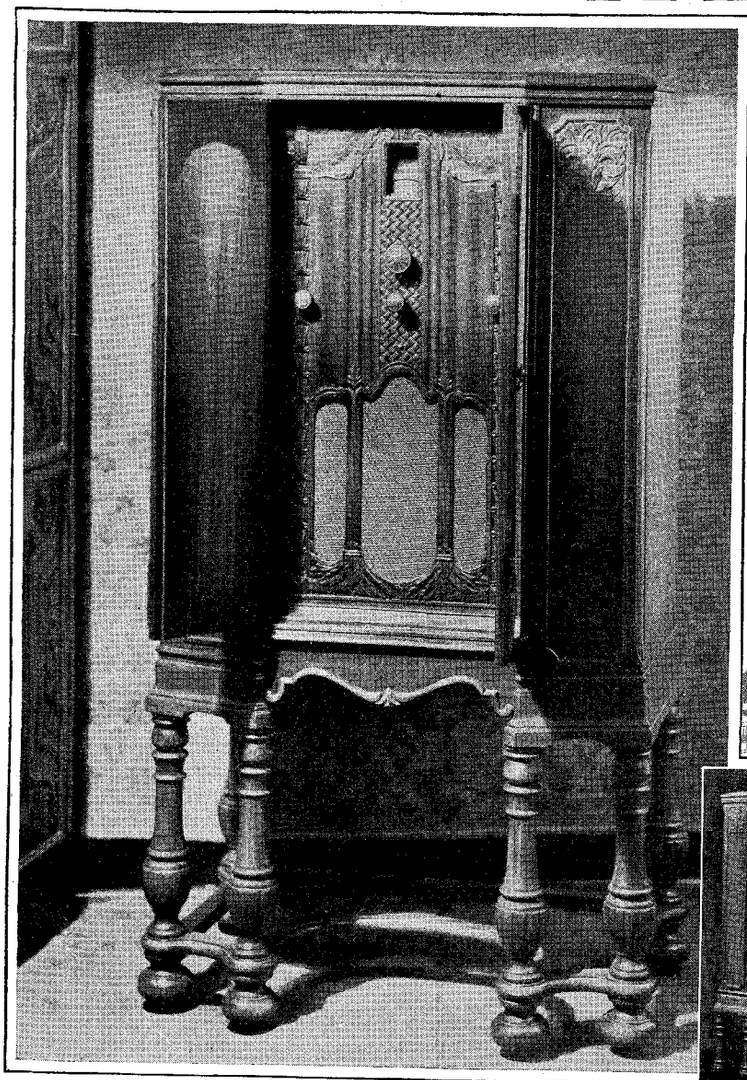
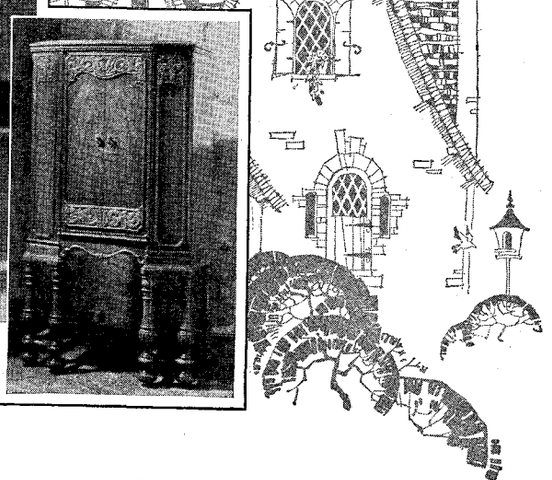
As Though THE ARTIST *were actually* PRESENT *—in your home*

The Stromberg-Carlson Hour Monday Evenings in a Coast-to-Coast Broadcast over the N. B. C. Blue Network and Associated Stations.





The No. 12 Grand Console is a fine illustration of what the telephone background means in radio. Ten tubes. Semi-octagonal genuine walnut cabinet with low relief carved effects. Price, less tubes, East of Rockies $355.00

YOU feel as though the artist were playing for you, alone—when listening to a Stromberg-Carlson. This "PRESENCE"—this ability to transport artists from the microphone right into your own home—is the difference in reception between a fine radio and an average radio.

"PRESENCE" is the living, fascinating quality that results from NATURALNESS of tone. Stromberg-Carlson gives it to you by reproducing each tone and over-tone from the highest note to the lowest, in all its unadorned beauty—just as it is originally rendered. More than a third of a century of experience in electrical and acoustical engineering alone has made possible such excellence of reproduction in today's fine Stromberg-Carlsons!

Stromberg-Carlson unsurpassed quality Receivers range in price from $155 to $369. The Multi-Record Radio, $645. (Prices, less tubes, East of Rockies). They may be purchased with moderate down payment, out of income. Ask the nearest Stromberg-Carlson Dealer for a demonstration. Learn his address from your telephone directory.

STROMBERG-CARLSON TELEPHONE MFG. CO., ROCHESTER, N. Y.

"There is Nothing Finer Than a Stromberg-Carlson."

1894 **Stromberg-Carlson** 1931

MAKERS OF VOICE TRANSMISSION AND VOICE RECEPTION APPARATUS FOR MORE THAN THIRTY-FIVE YEARS

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there is now one on each side. The cigaret-lighter, which is brought to a glow by pressing a button, and which can then be passed around the car without a wire trailing along, has proved so satisfactory that most of the new cars are equipped with it.

The soft luxury of the 1931 mood has descended even to the floor of the car.

There, warm and furry for a brisk January day, is a goatskin rug.

Under that is the familiar smooth fabric rug for ordinary weather, and under that again is a rubber mat all ready for a rainy day.

Such complete preparation for each whim of the barometer must rejoice any woman with the true soul of a housewife.

But there was plenty in the show to interest every one, including the President of the United States. During the

International Newsreel photograph

Just a Corner of Motordom's 1931 Style Show

exhibition, Mr. Hoover addrest a dinner of the National Automobile Chamber of Commerce in New York, speaking over long-distance telephone from Washington. He said, in part, as quoted by the New York *Herald Tribune:*

I am glad to extend this greeting to the automobile industry of the United States as represented at your banquet in New York City to-night.

I am informed that if I were speaking to every person whose livelihood is directly or indirectly dependent upon the industry, I should be speaking to one person in every ten of the people of our country. Therefore the prosperity of the industry is in the anxious thoughts of the nation, and everybody wishes you well in your plans to expand the manufacture and use of your product.

The despondency of some people over the future is not borne out by the statistical evidence or prospects in respect to the automobile industry. I am informed by the Department of Commerce that, despite the depression, you have manufactured and sold during 1930 more than 3,500,000 new automobiles. You have also disposed of the large inventories of a year ago. Hundreds of miles of new roads are being constructed every day in the world, and these increasing miles must be equipped with more automobiles. I am informed, also, that the consumption of gasoline during the last year shows an increase of five per cent. over even the highly optimistic year of 1929. This certainly means that we have been cheerful in the use of our automobiles; I do not assume they are being used for transportation to the poorhouse.

It must be plain that it is idle to ask if we are motor-minded. The statistics alone prove it up to the hilt. In *The Evening Post,* in various articles, we read that President Hoover keeps ten cars busy, that we paid $500,000,000 in automobile insurance in 1930, and $2,000,000,000 for parts. In 1920 we paid $316,720,000 in taxes on our cars. In 1930 we paid $1,010,000,000. The automobile industry, writes H. O. Weitschat in a Detroit dispatch to *The Evening Post,* "provides employment for 4,700,000 persons, and feeds, clothes, and shelters 18,000,000; it is the largest consumer of raw products, every one of the forty-eight States producing goods which are used in the manufacture of cars, and it runs up an annual freight bill of $563,000,000 with the railroads."

It is a pleasant sport of auto show time to predict what manner of machine the automobile of the future will be. Taking as his basis the new system of free-wheeling, a writer in the New York *Times* prophesies as follows:

One may imagine the automobile, as the mother, surrounded by her offspring, who rebuke, implore, and instruct.

"Hurry, hurry, hurry," says daughter airplane, who, young as she is, has taught the world a new conception of speed.

"But I'm going as fast as my engine and wheels will carry me now," replies the other breathlessly.

"Then, for heaven's sake," rejoins daughter, contrasting her slim, trimly clad figure with the other's bulk, "reduce."

If, then, it is to reduce its weight to attain greater speeds, the automobile must first find some expedient by which it may retain its stability, its ability to hold the road, and its firmness of control and smoothness of riding which it might otherwise lose with its avoirdupois.

Independent wheel suspension is one of the answers proposed.

In independent wheel suspensions, the wheels are not connected to one another by a rigid axle. They are so joined to the vehicle that each may move up or down without affecting the others, or, within reasonable limits, the main body of the car as a whole.

Each wheel, therefore, maintains full contact with the ground, no matter what are the irregularities of the road surface, and at all times contributes to the stability and controllability of the vehicle.

Suppose, then, that "a car adopts independent wheel suspension and, with it, two basic justifications for weight reduction, greater stability, and less chassis stress," the writer suggests, continuing:

What specific steps can it take to achieve the desired lightness? For its answer the automobile might well look to the airplane, which, unlike many advisers, presents an exemplification of its precepts.

A comparison between the parts provided in the two vehicles to carry the useful load, and support the propelling mechanism, will serve to indicate the path that may be followed.

Beginning from the ground up, the automobile has four wheels, each pair, forward and rear, being joined by a rigid axle.

Next come the springs, joining the axles to the cross members of the frame. These cross members are joined by two longitudinal members, and to the rectangular frame thus composed, the body is bolted.

This union between body and frame has always been marked by the discord that characterizes inherent incompatibility.

The composition of the airplane presents no such complexity. Its fuselage combines in one unit the load and power-plant carrying structure.

Why can not the automobile follow this example?

The duplication of parts presented by the steel body construction and the heavy frame can be avoided. Independent wheel suspension has already disposed of the heavy conventional axles; now the body may absorb the frame members, and the result is a lighter, more compact, more unified structure.

An increasing amount of attention is being paid to streamlining, and patient study of aerodynamic fundamentals has caused designers to depart widely from the first crude idea of a stream-line shape, the elongated cigar-shape with pointed ends.

The frameless, stream-line car, with its independently sprung wheels, will probably dispense with even more of its appendages.

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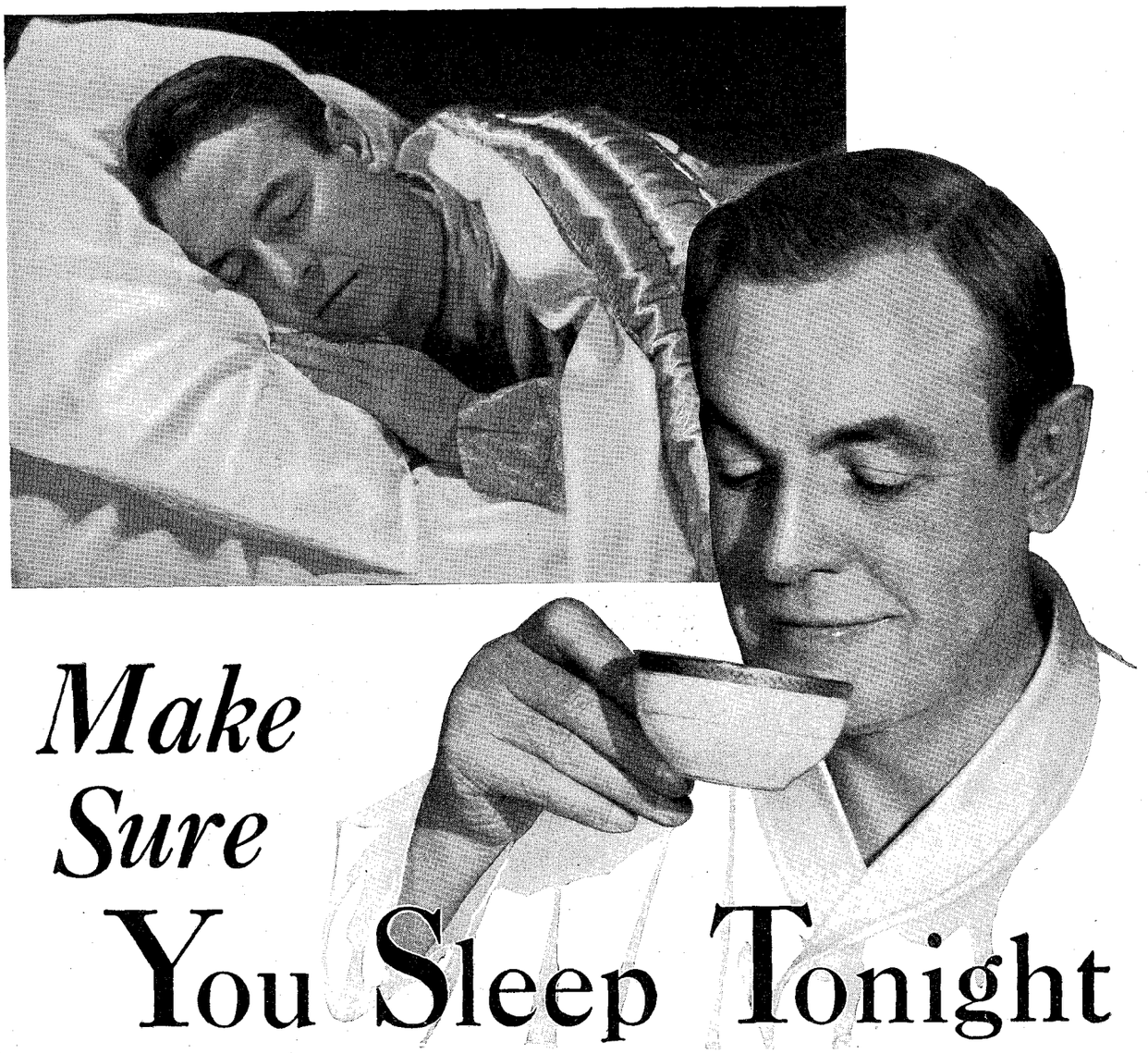

Make Sure You Sleep Tonight

A Drugless Way to Get 8 Hours of Sound, Natural Sleep

HERE is a way you can be sure of getting a "good night's sleep" tonight. A way that is safe, sane and simple —that entirely avoids the use of drugs or sedatives.

It is a way that over 20,000 doctors advise. Because it gives you sound sleep! Natural sleep! Restful sleep that rebuilds and rejuvenates you in mind and body! When you wake up in the morning your entire system shows the results of the rest you've had.

Thousands of people all over the world have found Ovaltine will do this for them. Without forming the slightest habit, as with drugs. In 54 countries of the world Ovaltine is the recognized best "nightcap".

Developed some years ago by a Swiss scientist, Ovaltine is now produced under license in the United States according to the exact Swiss formula. It is a pure food-drink—you merely mix a few teaspoonfuls in warm milk and drink it just before you go to bed. Then go to sleep. And while you sleep, Ovaltine does several remarkable things for you.

Does Three Things

First, it induces sound, restful sleep by a *natural* process.

Second, it aids digestion, since it contains in high proportion a remarkable food property known as diastase, which is a natural food substance with the power to digest the starch content of other foods in your stomach. Ovaltine, because of its high proportion of diastase, will digest four to five times its own weight of other foods in your stomach, and thus lifts a great burden from your digestive organs.

Third, it rebuilds worn-out nerve cells. Because it contains in concentrated form a nerve restorative called "lecithin" which is taken from eggs. And this rebuilds nerve tissues as you sleep.

During the World War, Ovaltine was used by the Red Cross as a standard ration for invalid, nerve-shattered soldiers.

Try It Tonight

Just try Ovaltine tonight. Note how quickly you go to sleep. See how differently you feel tomorrow. A few weeks' use of Ovaltine will make an amazing difference. Your whole appearance will *show* the result of this restful sleep and new vitality.

Take Ovaltine not only for sleeplessness, but whenever you feel nervous or run-down. Thousands of people, on doctors' advice, take it as a stomach "conditioner". So whenever you begin to "feel" your stomach, just take 4 teaspoonfuls of Ovaltine in a half glass of warm milk with your meal. You will be surprised at the way it helps your stomach and rests your stomach.

For Ovaltine, when taken with a meal, will digest the major portion of all the starch content of other foods you have eaten. In this way Ovaltine not only relieves distress but *actually helps* the cause of the trouble.

Also this is one of the reasons why Ovaltine helps to put you to sleep at night, for digestive unrest is one of the main causes of sleeplessness.

Start tonight! Just 'phone your druggist or grocer for a tin of Ovaltine. Mix 2 to 4 teaspoonfuls in a glass of warm milk and drink just before you go to bed.

Whatever you think of the claims made for Ovaltine, just try it! It has brought restful sleep and teeming energy to thousands. You'll be surprised at what it does for you.

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OVALTINE

The Swiss Food-Drink

Manufactured under license in U. S. A. according to original Swiss formula

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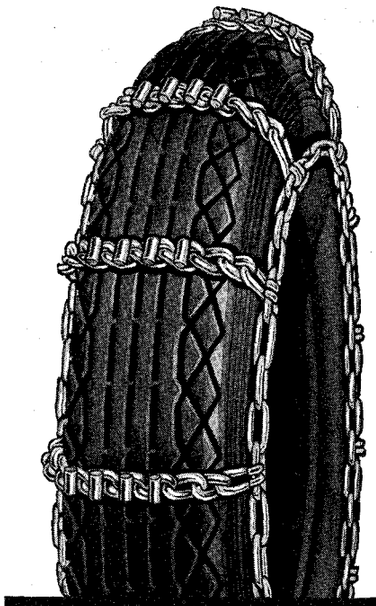


Why 9 out of 10 want WEEDS

"WEED" is the word that comes to mind whenever tire chains are mentioned.

•

And it is no wonder. For WEED Tire Chains were saving lives, saving property, preventing skids and giving traction on slippery roads when "car" meant street-car and automobiles were called "horse-less carriages."

•

Today the new Weed American Tire Chain is accepted as the modern chain for modern cars and modern roads and streets. Its reinforcing bars on cross links give 70% more mileage.

•

Ask for WEED AMERICANS—the best value for your money is in this product of the American Chain Company, *Inc.*, Bridgeport, Connecticut.

WEED AMERICAN TIRE CHAIN

ACCO

Be sure to get genuine WEED AMERICAN Tire Chains with brass plated cross links, galvanized non kinking side chains and red connecting hooks with "WEED" stamped on each hook.

Enjoy the Weed Tire Chain Radio Program, Friday evenings at 8:30 Eastern, 7:30 Central Standard Time, over the Columbia Broadcasting System.

The Bootlegger as Engineer and Scientist

BOOTLEGGERS have been called almost everything. So "calling them scientists and engineers of the first rank will not necessarily increase the burden," remarks H. H. Sheldon, professor of physics in New York University.

Invited by Professor Sheldon, in the New York *Herald Tribune*, to a review of "some of the achievements of our bootleggers," we survey a few recent developments in transportation, communication, and chemistry.

For speedier trucks and boats we must thank the bootlegger, according to this writer. For improvements in radio we may yet have to thank him, and for a new source of motor fuel as well.

Some, of course, will object to giving this credit to the law-breaking bootlegger; and it is hard to deny that there is some justice in this view. Prohibition should be credited with these advances, it may be argued, since we should always get as near to first causes as possible.

Be that as it may, we take up first the subject of truck speed, and find Professor Sheldon writing:

The bootleggers doubtless deserve credit for being the first to see the gain to be had from increasing truck speed.

Satisfied at first by merely rebuilding trucks and cars to obtain greater speed, they have eventually insisted upon buying high-speed trucks from the dealers.

As a result, partly of this demand, slow, hard-tired trucks have been practically taken off the highway.

But in the field of naval architecture they have forced greater contributions to the science of transportation. They have led the way in building speed into cargo boats, and have, as yet, not been followed by other merchants.

For example, early in January of this year, the *Tenya* was captured by the Coast Guard.

This boat was powered by three Liberty motors, and was capable of making a speed of more than thirty-five knots an hour with full cargo.

To carry a paying load at this speed requires pretty good design, even when the cargo is liquor. And this boat was one that didn't get away!

Many "trick" boats have been seized by government agents. There have been boats with concrete bottoms, boats with compartments of a secret nature built along the hull.

One such, which was seized in the Hudson with $100,000 worth of liquor, had every appearance of a luxurious yacht. It was described as a palatial craft with handsomely appointed quarters.

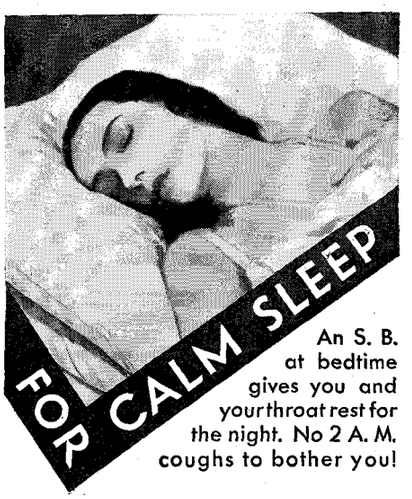
Building cargo boats in such manner is, however, merely tricky and has no lasting value.

The great contribution which bootlegging has to offer naval architects is the opportunity to experiment in a free-handed manner with designs for high-speed cargo boats. There is already much evidence that they are taking advantage of this unusual opportunity, and it will be disappointing indeed if, as a result, our water traffic is not greatly speeded up.

It is difficult "to say just what may be

Speedy relief! Soothing — calming — relaxing. An S.B. Cough Drop stops even a stubborn cough—*double quick.*

Take an S.B. Cough Drop before you face "cough-and-cold" weather, . . . S. B.'s give thorough throat protection.



An S. B. at bedtime gives you and your throat rest for the night. No 2 A. M. coughs to bother you!

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contributed by the bootleggers to the field of communications," the writer warns us. Yet, he concedes, it is evident that "they are at least using all the facilities available, and that they are leaving no stone unturned." Reading on:

A very powerful radio station was seized in New Jersey at Highlands. This station ranked favorably with some of our most powerful legitimate stations.

It was capable of sending over a range of from 2,000 to 6,000 miles. As there could be no possible reason for sending messages so far out over the Atlantic, this station must have been intended mainly for communication toward the west.

Another liquor ring operated three stations in connection with a fleet of fast boats. One of the stations was in Manhattan, another in Brooklyn, and the third in Great South Bay, on Long Island. Many stations are seized during a year.

Recently there have been seized several low-power portable stations.

Some of these have been used on trucks which run out along the Jersey coast. Here, it seems, is the great opportunity for a contribution to radio from the bootleggers.

Being portable, these stations are necessarily of low power, but it is also desirable to have them so as to avoid unnecessary risk of detection.

Now "let us look at what the bootleggers are capable of doing in the field of engineering," suggests Professor Sheldon, continuing:

There was seized in Newark a building which contained on first examination $1,500,000 worth of rye.

The organization which operated this station is also reported to have operated twelve ships, and may have been the owners of the Highlands radio station.

We will merely mention the tremendous transportation problem which they must have met. After the station was seized, a watchman turned a light switch for better illumination.

He got a flow of liquor from a hose which went beneath the floor. This led to the discovery of much more liquor. To operate the pumps from a light switch required a complete system of relay control obviously installed by a competent engineer.

But the outstanding engineering feat is that which was uncovered in Yonkers.

Here a four-inch hose made of rubber, and copper bound, was strung through the city sewer system for a distance of 6,000 feet. It ran from a soft-drink brewery to a garage more than a mile distant. The tube was valued at $25,000.

To lay such a tube, bend it around corners, would be an engineering job of a high order, even tho it were done openly. To lay it secretly presents extraordinary difficulty. Yet it was done.

There was also found in the sewer an unattached 500-foot tube of the same kind. This apparently formed a branch circuit with the main tube at one time, but had later been disconnected.

And as for the field of chemistry, we are told

A thorough analysis of the so-called "jake" liquor, which wrought such havoc in the South a short time ago, showed that the synthetic flavor was imparted by the use of a rare chemical which could

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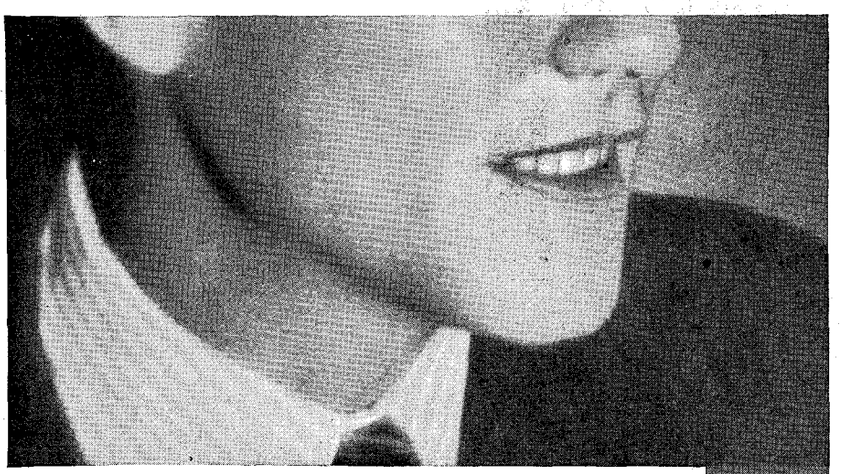

Thousands of dentists have agreed that one type of dentifrice is the most effective in protecting teeth and gums

OF COURSE you realize the importance of sound teeth and gums . . . to health, to appearance—yes, to success. But how will you decide the best way to care for your teeth and gums? You read so many conflicting theories. You notice dozens of different dentifrices. What *is* right?

A leading research institution made an investigation among 50,000 American dentists in order that this question might be answered by the highest authorities. Read the summary of the replies received:

95% *of the answers stated that germ acids most frequently cause tooth decay and gum irritation;*

95% *agreed that the most serious trouble occurs at the place where teeth and gums meet;*

85% *stated that the best product to prevent these acids from causing decay and irritating the gums is Milk of Magnesia.*

This is the strongest evidence that the formula of Squibb Dental Cream is correct—and that Squibb's will protect your teeth and gums—will protect The Danger Line. *For it is made with more than 50% Squibb Milk of Magnesia.*

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only have been thought of by an expert chemist.

His only error was in not testing out its effect in large doses on animals. In small amounts its harm was not noticed, and no one had ever taken it internally in large quantities.

In the development of these synthetic flavors it does not seem that they will contribute anything of any value outside their own business.

In the production of the alcohol itself, however, they may add something useful to knowledge. Alcohol can be produced from almost any waste material. If it could be produced cheaply enough, it would become a real competitor for gasoline.

Should our oil wells eventually give out we would have to turn to alcohol for motor fuel. Probably no one has a greater incentive to develop cheap alcohol than the bootlegger. And he is doubtless working hard at it. We may yet be more than glad to have what information he can give us on this subject.

Britain's Flying Pullman

BIGGER and better planes seems to be Great Britain's answer to the *R-101* tragedy and to Germany's *G-38*, the big Junkers "flying wing."

At all events, with that luxurious flying Pullman, the Handley-Page *42*, or *Hannibal*, the British are hoping to write aerial history on their air routes to India and South Africa.

This new aircraft is a biplane type, built for Imperial Airways.

A few weeks ago we described the huge Junkers *G-38*, the "flying wing," and the largest land plane in the world. It is 75½ feet long, 147½ feet in wing spread, and has four motors. Our readers will recall that it is believed that it can carry ten passengers, 100,000 letters, and crew of five from London to Singapore in one-tenth of the time now required by rail, automobile, and steamer.

Now a writer in *The American Weekly*, which we also quoted on the *G-38*, presents a word picture of the Handley Page *42*, "with a span of its upper wing of 130 feet, and a wing area of 3,000 square feet. It is driven by four Bristol Jupiter engines, developing a total of 2,200 horse-power, and there are accommodations for forty-two persons." The fuselage, we read elsewhere, is 86½ feet long.

Thus we see that the two planes stack up against each other fairly well. It is only in passenger capacity that there seems to be any great difference.

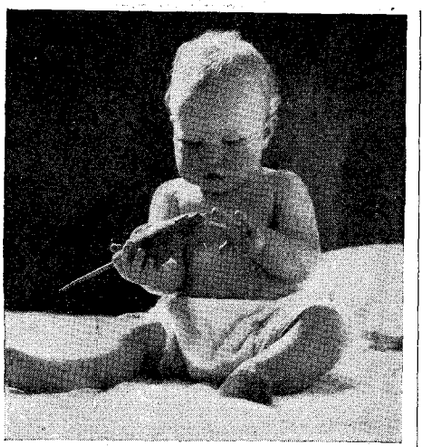
There are two models of this new plane, the writer in *The American Weekly* tells us as he continues:

One has a weight of 27,100 pounds and the other 29,500 pounds.

The difference is that one is intended for the European section of the air route to India and South Africa, while the other is to be used on the Cairo-Karachi (India) section.

The two versions of the machine will be known as the "Western" and "Eastern" models, respectively, the "Eastern" being the heavier of the two.

Its maximum speed has been estimated



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Mrs. J. L. V., of Englewood, N. J. writes:

"My two children were continually catching colds each winter, until on the advice of my doctor I got an Alpine Sun Lamp. Regular exposure to ultraviolet rays has proved a fine tonic and resistance builder. The number of colds in the family has decreased very noticeably."

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at 120 miles an hour, and it is capable of cruising speed of 105 miles an hour.

Should any of the engines fail—a contingency unlikely in these days of high-engine reliability—the airplane can maintain height on the three remaining engines.

The Handley Page automatic slot forms an essential feature of the design, insuring that loss of lateral control in flight at low speeds will be impossible.

Wheel-brakes operating independently on each of the main wheels enable the machine to pull up quickly after alighting and to be maneuvered on the ground.

From the aspect of the passenger's comfort this machine represents the biggest stride so far made in aircraft design.

The fuselage, 86½ feet long, contains two luxurious staterooms, connected by a corridor. Along this corridor are a washroom with running water and a refreshment buffet on one side, and a large mail and baggage compartment on the other. Eighteen passengers are accommodated in the forward saloon, and twenty in the aft saloon, where smoking is permitted.

In addition to the accommodation of thirty-eight passengers, provision is made for two pilots and a stewardess, with a steward at the bar. Hitherto the abatement of noise in an airplane in flight has presented difficult problems.

In the Handley Page *Hannibal* (as these new models are called), owing to the placing of the motors away from the fuselage, the arrangement of the cabins, and the use of sound-insulating material in the fuselage, the noise in the passenger saloons, when the machine is flying at full speed, will not be greater than that to which we are accustomed in an express train.

THESE aircraft will "put a much more favorable aspect on the commercial issues of aerial transport, having a paying load of 8,160 pounds in the form of passengers, mails, and urgent freight," we learn reading on:

The "Eastern" model will carry twenty passengers, the rest of the lifting capacity being needed for extra fuel and oil to enable the machine to cover 1,600 miles (approximately) in a non-stop flight, while the "Western" model will carry thirty-eight passengers over a distance of 650 miles (approximately) without refueling.

Structurally, the Handley Page *42* is an all-metal machine (excepting the wing covering and the covering of the rear part of the fuselage), mainly of duralumin construction. All highly strest parts, such as fittings, etc., are of stainless steel.

From the lower engines to the fuselage, the lower wings slope up to the top of the fuselage, the result being that the view from the cabin in a downward direction is not obstructed by the lower plane.

The fuel tanks are housed in the upper wing, providing gravity feed to all four engines. In the first four machines built, the engines are Bristol Jupiters of 555 h. p. each, but it is possible that in the "Eastern" model supercharged Jupiters may be fitted.

The undercarriage is of the oleo-pneumatic type, with bent axles, the tubes being something like seven inches in diameter. The pilot's cab is very roomy, and so placed as to give an entirely unobstructed view in all directions.

It is interesting to note that the *Hannibal* is the logical development of the four-engined *V-1500* bombers, 1,000 of which were about to be built in 1918 to bomb Berlin.

Mother, go to school and see...

DROP in any morning. When the youngsters are fresh, wide-awake, and just starting the day's routine. And this time give your attention to the way each child is sitting. Note—how, even when the day begins—before they are tired, fidgety, or taxed by mental activity—their shoulders are bent, backs curved, stomachs cramped—they are slumped in their seats.

And then consider this: clear, agile thinking can be materially assisted by proper sitting posture of the child. Bodies, slumped down or bent over in sitting, cramp the vital organs. Circulation is retarded, eyes are strained. The heart, lungs and kidneys are compressed. Normal functioning is impossible.

In the laboratories of the American Seating Company, experts have for years concentrated their efforts on posturally correct school seating. They have designed seats that make it easy . . . natural . . . for your child to sit as it should. School seats designed to help lungs expand, the heart to have full freedom, the spine to retain a normally erect position.

If your school hasn't modern, health conserving American Seating Company seats, urge your school authorities to reseat now. The health protection to your child—and to all the children—their future physical welfare, demands it.

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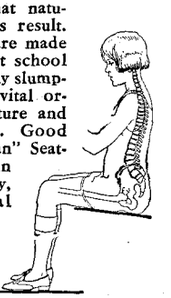

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Pain after eating—a sign of ACID STOMACH

Does discomfort after eating spoil your enjoyment of certain foods? Do you know what causes that pain after eating; what brings on sour stomach, heartburn, gas, "indigestion," sick headache, biliousness?

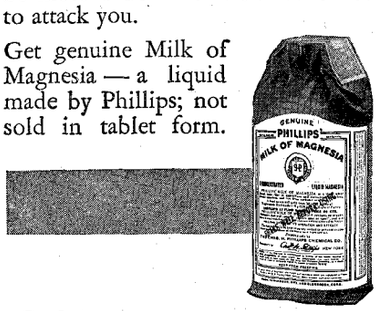
An acid condition of the stomach.

Because of the way we live today, most of us need an anti-acid at times. Something to correct the effect of acid-forming foods, exertion, excitement. Something to help Nature keep the system properly alkaline.

The regular use of Phillips' Milk of Magnesia works wonders for most men and women. They eat well. Their food digests. Proper alkalinity permits the stomach, liver, and bowels to function as they should.

Take a tablespoonful of this creamy, pleasant-tasting anti-acid today and for several days. See how it sweetens stomach and bowels; relieves the sick headaches, bloating, gas, biliousness, and indigestion caused by too much acid. You'll feel better all over. It will be more difficult for sickness or colds to attack you.

Get genuine Milk of Magnesia — a liquid made by Phillips; not sold in tablet form.



PHILLIPS' Milk of Magnesia

Perils of Aerial Rescuers

A BLANKET, not a monkey-wrench, was thrown into the machinery.

Fifty refugees waved frantically from an isolated high spot.

The flying rescue party swooped down toward the hilltop that had become an island, all because the Wabash River, of musical fame, went on a rampage.

Lieutenant Genaro of Fort Benjamin Harrison, Indianapolis, skilfully maneuvered the plane. Tom Ryan, his guide, prepared to throw over a bundle of supplies to the people who had been driven from their homes by the flood.

Then it was, John Barton Payne, Chairman of the American Red Cross, tells us in *The National Aeronautic Magazine*, that an unruly blast of wind tangled itself with a blanket in the bundle. Out spread the blanket in the wind, "ensnaring the rudder and tail of the plane."

The fifty refugees held their breaths. So did Lieutenant Genaro and Mr. Ryan, we may suppose. But at the same time the Lieutenant was cleverly manipulating his ship to a strip of ice, where he landed safely.

After the supplies had been given to the refugees came the difficult and delicate task of taking off. Lieutenant Genaro, we read, "asked a dozen men to hold the wings of the plane for dear life, while he throttled the motor up to high speed. When the refugees turned loose, the plane jumped into the air and made a safe getaway."

It was one of the more thrilling moments of the relief work carried on when the Wabash River, in Indiana, went out of control early this year. Mr. Payne tells the story in an article on the use of planes by relief organizations. One of his most striking anecdotes deals with the recent hurricane in Santo Domingo, when every means of communication by land and water was cut off, and the stricken people could be aided only by airplane.

And during the Mississippi flood of 1927, we read:

> Millions of acres were covered by water. Fleets of boats—steamers, cruisers, motors, and even the lowly skiffs—could not penetrate into every bayou and creek over this vast territory, seeking isolated houses and cabins, where families had clung for days to rooftops and trees.
>
> The airplane could do in an hour what the whole fleet could not do in a week.

WHEN, at about the same time as the Wabash flood, "along the Big Lake area of northeastern Arkansas, frozen floods held many families prisoners in their rural homes,"—

The Curtiss-Wright field at Memphis offered use of every plane in their hangars in the work of carrying food and fuel. From the air, one pilot counted twenty-seven cabins where white and dark cloths were waving distress signals. Others, whose chimneys showed no smoke, he aroused by

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swooping low, and they, too, waved for help.

In the winter of 1928, twenty-five Navy planes from the Pensacola, Florida, station, and all Army planes from Maxwell Field, near Montgomery, Alabama, brought help to the towns of Brewster and Elba, Alabama, and many other spots isolated by flood waters. Navy flyers alone made 113 flights on their errands of mercy.

In addition to dropping the usual supplies of medicine, food, clothing, and blankets, the aviators here dropt outboard motors for the flatboats abounding on these streams, in order to expedite the relief by water. Only two mishaps occurred, both with humorous angles.

One of the planes from Maxwell Field was forced down into the flood waters, and capsized, throwing out one of the passengers. He was carried away by the current.

Search was started for him by motorboat, and down-stream he was found at the top of a tree, for possession of which he had successfully disputed with a skunk. His popularity with the rescue crew on the boat's return-trip to the field was somewhat marred by this incident.

The second accident occurred when one of the refugees, unduly proud of his prowess as a baseball player, attempted to catch on the fly a large bundle of canned goods dropt by a plane. Canned goods and victim were rescued from the water, both considerably bashed about.

THE airplane is used for relief work abroad, as well as in this country, we learn:

France had used airplanes for the men wounded in the fighting against the Riffs in Africa, and also in the fighting in Mesopotamia. Quick service saved the lives of many men.

For the ease and comfort of the patient, the airplane ambulance is superior to all other modes of conveyance. In addition, the airplane can do in hours what would require days on rough roads, with painful jarrings and bumps, from which even the swifter trains are not free.

It is particularly a boon to northern Sweden, which lies partly under the Arctic Circle—a land of lakes and streams in summer, and of ice and snow in the long winter, when travel over the rough roads, slow at best even in summer, is made painfully on sleds and snow-shoes. But the country has an excellent telephone system, through which the Red Cross may be reached and the ambulance-plane summoned. This large machine, which accommodates two beds and two sitting patients, is fitted with pontoons for landing in lakes in summer, and with skis for the snows of winter.

A difficulty under which an aviator works in northern Sweden is the short winter day, which lasts only four hours in December and January. Snow-storms and fogs are further perils.

In one instance, an aviator landed during the few hours of daylight on a frozen marsh, where the patient was to await him.

But a snow-storm had blocked all roads, and no patient was at hand. A dense fog arose. Finally, the patient arrived on a sled, after four hours consumed in a five-mile trip.

The pilot took the patient aboard and flew above the fog, which hid the land. Relying on compass and watch, he arrived near the hospital, where signal fires brought him to a safe landing.

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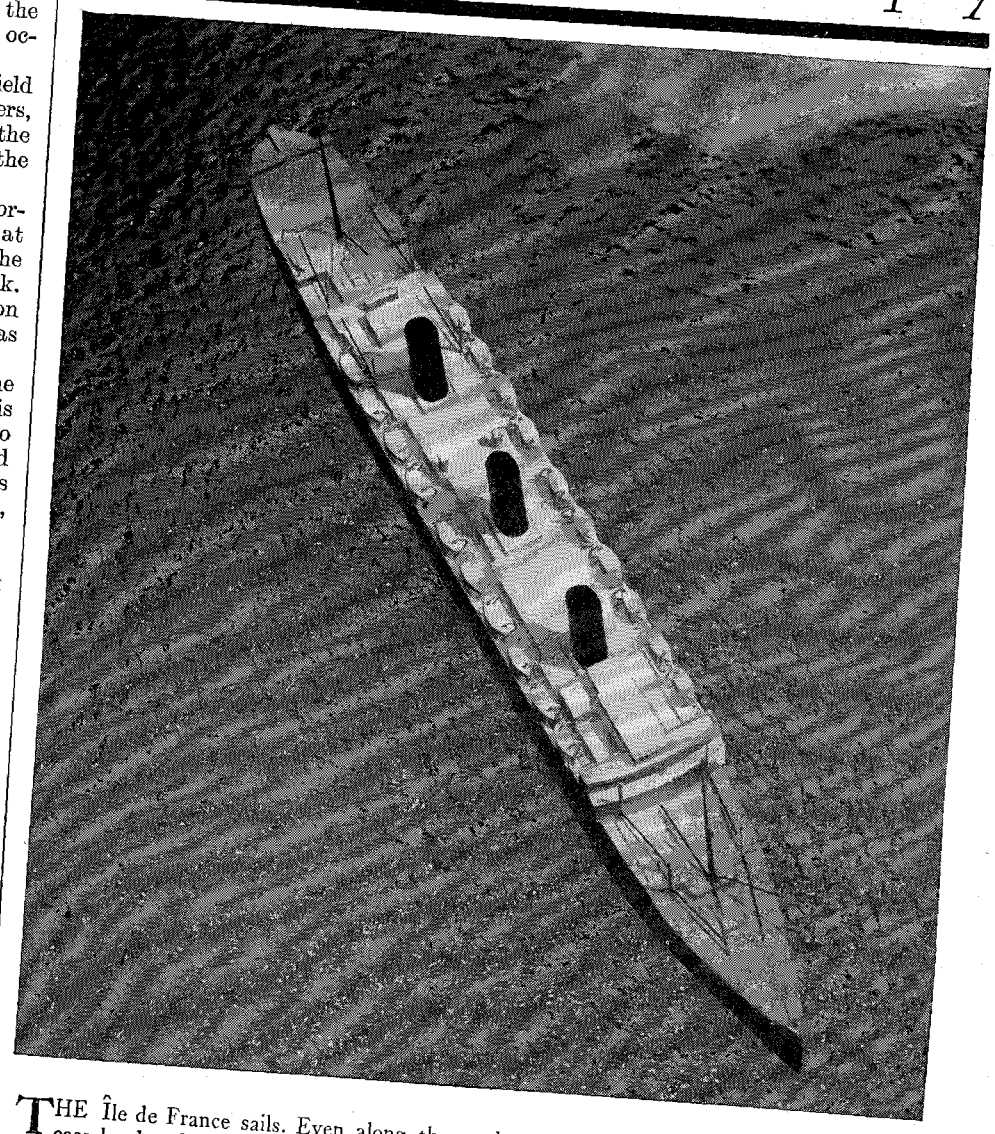

THE Île de France sails. Even along the case-hardened waterfront you sense a thrill. Out of Pier 57 slides the ship that last year carried from New York more first-class passengers than any other afloat.

Distinguished names aboard—perhaps an eminent musician, a great scientist, a clever editor—brilliant names from the society pages—a new Hollywood star—diplomats—international bankers—to total a ship's company of travelers who are bored only by something second-rate. That, of course, is why the Île de France has always a distinguished company of guests, pointing for Plymouth and Havre, relaxing for five days into the utmost comfortable luxury.

These interesting, gay folk will once more challenge a notable chef to match the best of any Paris restaurant or London club: he will outdo himself. They will command vintages hard to find—and get them. They will once more wish (a little plaintively, perhaps) that they might steal and carry home those exemplary stewards and stewardesses, who answer needs almost before those needs are put in words. Their brilliant garments will tincture the *décor* of an amazingly interesting example of modern decoration—which the Île de France is. Accustomed to the best in life, they will be completely at home.

Every ship, from time to time, must carry one or two of the Olympians whom the smart world calls "important"; their individual presence is unimportant. But when voyage after voyage so many, many of them sail, automatically, on the Île de France, they pay the complete tribute to the luxurious atmosphere and extraordinary hospitality of the ship—and of the line. And they point you the way. For these intelligent people evidently know how much more of the good things of life may be bought for the price of a cabin on the flagship of the smart world.

Your French Line representative will show you how their experience may be yours; he will book your cabin *promptly*.

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Looking for "Conservative Prosperity" in 1931

"WHETHER THERE BE PROPHECIES, they shall fail."

Twelve months ago the New Year forecasters indulged in the usual prophecies of the season, only to find that they were all wrong.

So this year we have fewer prophets and more cautious prophecies.

It may be, as Frank Kent puts it in the Baltimore *Sun*, that "prophecies about prosperity are worthless." It may be that times like these, in David Lawrence's words, make "prediction perilous and analysis ephemeral." Plenty of bankers and business leaders will not be quoted for publication.

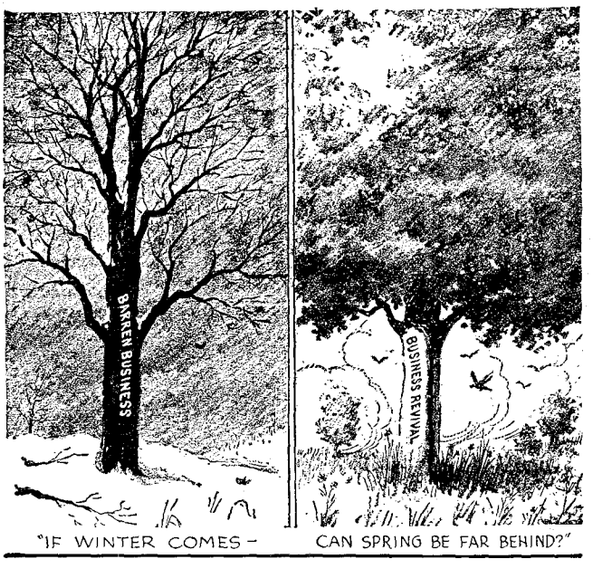
And yet we have the usual newspaper reviews and columns of forecast, wherefrom the reader can gather a certain agreement that we are really going through a major depression—an English authority calls it the worst in a hundred years—that we are about on the bottom, that the next move must be upward, and, finally, that there is an excellent prospect of at least what is vaguely termed "conservative prosperity" in 1931.

Washington opinion about business prospects for the year is marked by three characteristics, says Mark Sullivan in the New York *Herald Tribune:*

One is deep-seated conviction that conditions will be better.

The second is hesitancy to say this, because already the country suffers, to quote a quip that must now be familiar to everybody, from "overprediction."

The third is a real wish not to mislead the public expecting an immediate and extravagant period of activity.



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Look Forward
—Harding in the New York "Evening Journal."

BUT while 1930 was a bad year "for both profits and prophets," Mr. William O. Scroggs ventures the prediction in *The Outlook* that "the coming year will be better for both."

And this economist has plenty of company when he predicts that 1931 will be better than 1930.

For instance, notice the relief with which a host of editors bid farewell to 1930 and greet 1931—a feeling of relief, as the Galveston *News* puts it, "akin to that a motorist feels when he has been laboring over a long muddy detour and finds himself back on the paved highway."

The collective verdict of all experts so far, as reported by the New York *World*, "is that business in 1931 is going to be better than it was in 1930." Similarly, the Portland (Me.) *Express* finds corporation executives and economists agreeing "that the course of trade will be upward in 1931." The Chicago *Post's* financial editor is convinced that "1931 will be a much more comfortable year financially" than its predecessor.

And actual enthusiasm is found in many quarters.

Here, for instance, is the Boston *Shoe and Leather Reporter* convinced by the outgivings of the experts that "the twelve months we have entered upon will witness a complete return to the normal state of affluence which is enjoyed in the United States." That "the outlook is bright, and 1931 should find us well on the way to better and happier times" is the conviction of *The Commercial West*, of Minneapolis. On the Pacific coast, the Seattle *Business Chronicle* emphasizes the legacy of "an almost unimpaired economic soundness" bequeathed by 1930 to 1931—"a state of financial strength which is amazing in view of all that has happened in the world during the past twelve months." Mr. W. K. Kellogg, the cereal manufacturer, speaks of 1931 as "a period that will bring the most exceptional rewards to virtually all sound and aggressive lines of business." He believes that "this is going to be one of the best years to spend money wisely in advertising that we have had in the last ten years."

Chain-store executives confidently expect better business in 1931. Prominent bankers whose views are collected in publications like *The American Banker* and *The Commercial West* look to improved conditions in 1931.

A host of business leaders are quoted in the New York *Evening Post's* New Year survey. By actual count fifty-one of them predict that recovery will begin sometime in 1931; ten put it in the first half of the year; six put it in the second half; four postpone it until 1932 or later; and then fifty-one more—and many well-known names are on this list—decline to fix any time for the beginning of the upturn.

THE uncertainty about when business will resume the upswing interests *The Business Week*, which suggests two ways to figure it out. One is to study the patterns of previous business cycles, and the other "is to forget the cycle patterns and the precedents, and look at the facts and factors in the situation as it stands, using your judgment as to how, on their merits, they will affect the trend of business in 1931." Both methods, we are told, lead to the same conclusion, which is stated as follows:

The end of the trough of the depression and the beginning of recovery will probably come by March, 1931.

The trend of business will be slowly, gradually, and irregularly rising thereafter through the year, with some slackening in midsummer, and with a fall peak somewhat higher than the spring peak, but not reaching and remaining above the line of normal growth until March, 1932.

WE are then given some idea why, aside from precedents, the present facts all point in the same direction, as just stated:

1. Business men expect business to improve in 1931. This turn of business psychology after the beginning of the year is probably the most important factor that will make for recovery. Management will be definitely set in the direction of more intensive effort to do business, to cut costs, and recover markets. There will be relapses into slackness due to disappointment at the speed of recovery, but the forces of defeatism and fatalistic resignation will have spent themselves, and business thinking will be pointed upward in 1931.

2. There will be an extraordinary abundance of funds available for aggressive and intelligent business management to invest profitably in improvements in production and distribution and the development of new products, all of which will enable them to reduce costs, meet lower price-levels, and expand markets.

3. Depletion and obsolescence of consumer inventories of goods will begin to create a larger replacement demand by the second quarter of the year. This will be enlarged by low retail prices or increased purchasing values of consumers' goods. This influence will probably be felt first and most by the textile, apparel, automobile, tire, and residential building industries. In all these fields activity is likely to be somewhat, tho not very much, higher

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A STATEMENT TO HESITANT INVESTORS

THE number of people in this country who have attempted investment has greatly increased in recent years. Much confusion between speculation and investment was a perhaps natural result.

The inevitable deflation of speculative security prices, when it came, involved a chain of disturbing consequences. Not the least of these was the shattered confidence of many investors. Some have felt more inclined to hold money than to invest it in the outstanding and sound investment opportunities which are known to exist today.

Timid money is quite as retarding to the return of prosperity as careless money is instrumental in destroying it. Well-founded confidence is the substance of truly good times. But where may the investor who distrusts his own judgment find the basis for such confidence?

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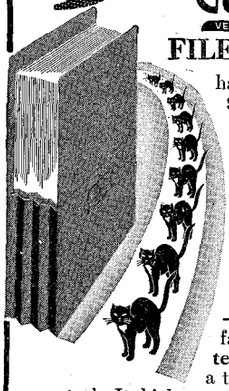

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than in 1930. Wholesale commodity prices will probably strengthen slightly during the year, but will tend to remain at considerably lower levels than the average of the past five years.

4. Consumer purchasing power is likely to be a little higher during the first half of 1931 than in the last half of 1930, not only because of lower prices, but also by reason of enlarged public expenditures, distribution of social-relief funds, completion of payments on past instalment contracts, general liquidation of debts, and gradually increasing employment.

All these fundamental and favorable factors may be expected to operate in some measure toward domestic business improvement, regardless of special developments here or abroad. There is every reason to believe that the processes of readjustment in domestic business, which have been going on during the past year, will continue to operate so as to make possible a permanent return to normal conditions after another twelve months have elapsed.

It has been noted that a number of authorities conclude that we shall have "conservative prosperity" in 1931. It will be interesting to quote a few representative arguments. For instance, *Dun's Review* thus explains why business is entering on the new year with "conservative expectations":

Various obstacles still remain, yet not a little has been accomplished in building a more solid foundation for ultimate progress, and many weak spots have been removed through the operation of economic forces.

In its fundamental aspects, therefore, the outlook has been bettered, and the recovery, when it definitely develops, should be along wholesome lines. An exact parallel with the setbacks of some preceding years can not be drawn, for the ramifications of finance, industry, and trade have broadened in marked degree, and some phases have had no established precedent.

Gradually and sporadically, more encouraging signs are beginning to appear.

Sudden recovery, agrees the Alexander Hamilton Institute's *Business Conditions Weekly*, is not in prospect:

Since business is now at such a low level, it is probable that a considerable period of time must elapse before business reaches satisfactory proportions. While this gradual upward trend promises to result in a total 1931 volume larger than that of 1930, there is not much probability that many of the 1929 high records will be surpassed.

"It would be rash to look for quick improvement from this point on," says John Moody, President of the Moody's Investors Service, and he thinks that the turn for the better is apt to make its appearance in the spring—"that will give us several months to iron out the difficulties that still exist."

Bank bulletins are naturally cautious. The only point on which *The Guaranty Survey* (Guaranty Trust Company of New York) can find any unanimity of opinion is that "the revival will be a slow and irregular process, particularly in its early stages." And a Chicago bank, the Central Trust Company of Illinois, tells us in its New Year bulletin:

Slight betterment is promised immediately after the turn of the year, with more improvement as soon as the actual operations of 1930 are generally known. Past experience is not always a guide, but the trend, as indicated by the fundamentals, should bring about a business improvement which, altho not large, should be clearly apparent and unmistakable before the end of winter.

It would take a courageous prophet to undertake to predict definite business improvement at any given time, but on the other hand it seems inconceivable to the editor of *Trade Winds*, published by the Union Trust Company of Cleveland, "that the situation can remain as it is, and regardless of how soon recovery will come or how fast it will materialize, 1931 as a whole may surely be looked forward to as a period of general business improvement."

Individuals looking for conservative prosperity might be quoted almost indefinitely. For instance, John E. Edgerton, President of the National Association of Manufacturers, believes "firmly and conscientiously that we are proceeding slowly again toward a very prosperous normal, and that this will be reached some time in the year 1931."

Alfred P. Sloan, Jr., President of the General Motors Corporation, said recently: "I am sure that tho 1931 may be disappointing before we get through the year, we will see a change in the trend." The Harvard Economic Society expects the decline to end during the early part of 1931, "and steady but gradual revival for the remainder of the year." Samuel Insull, the Chicago utilities magnate, says: "We must fight our way. We must gain an inch here and a yard there, and hold what we gain." Other industrial leaders in Chicago are quoted in Chicago *Commerce* as believing that all signs point to the return of a certain but more conservative period of prosperity.

Economists and statisticians meeting in convention in Cleveland seem to agree, as reported by Louis Stark for the New York *Times*, that "beginning with a 'pseudo-boom' next spring, business by the end of 1931 will show an appreciable swing up-grade, but will not reach normal in the next twelve months."

David Lawrence of the Consolidated Press thinks that 1931 "will go down in history as the year of readjustment," and that definite improvement will be manifest in many lines by the last quarter of the year, and that "1932 should be a better year than 1931." J. C. Royle, also writing for the Consolidated Press, finds the prospects for the year encouraging, but that—

When business resumes in full volume, it will be on a down-to-earth basis. It is probable in view of this that the improvement will be steady rather than sensational. But it will be all the more healthy for that fact.

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Noting that in no recent year has the outlook for the twelve months been so uncertain, Mr. Alexander Dana Noyes, financial editor of the New York *Times*, sums up as follows the arguments commonly advanced for recovery in the next twelve months, and the arguments urged against it:

1. Experience teaches that, at some time in the second year after a great financial panic, reactionary influences will have spent their force, and visible recuperation, sometimes rapid, will begin. Such a sequel in 1931 would conform to the precedent of 1922 after 1920, of 1909 after 1907, of 1895 after 1893.

It is answered by less hopeful financial watchers that recovery came in 1922 only when staple prices had begun to rise again; in 1909, only with the discovery that economic and political consequences of trade reaction were much less serious than had been expected; in 1895, only when foreign financial recovery had become emphatic. None of these influences is now in sight.

2. The past year's extreme curtailment of consumers' buying was occasioned partly by loss of money or employment, but it was also attributable to contagion of retrenchment, or to consumers' policy of postponing purchases in hope of still lower prices. Twelve consecutive months of such procedure not only cause accumulation of savings but create a situation in which exhausted stocks of goods must be replenished and worn-out private belongings be replaced.

To this the common answer is that nobody knows how much of the year's curtailment of consumption has been voluntary. What we do know is that last year's nation-wide speculative losses were enormous, and mostly irretrievable; also that unemployment, with resultant shrinkage of the whole country's buying power, was still increasing at the year-end.

3. Money is easier in Wall Street than at any time in twenty-two years. On similar past occasions, easy money has always paved the way, when forced economic readjustment was completed, to revival of financial activity.

It is answered that easy money is effect, rather than cause. With industry paralyzed, no one wants to borrow. Even the bond market, which, all other things being equal, should respond to low money rates by steadily rising prices, is greatly deprest at the year-end.

4. The fall of staple prices has been a potent cause for trade reaction. But lower prices in the long run always enlarge consumption.

It is rejoined that no sign of increasing consumption has appeared at the lower prices.

5. Europe's economic troubles began before our own. They resulted largely from the cutting in half of America's new foreign investments during 1929 as compared with 1928. Resumption of such investment on the former scale will relieve the strain in Europe.

A very common answer to this argument is that Europe's present political situation is such as to give no inducement for such resumption of American investment.

6. Superseding all other grounds of confidence, it is beyond dispute that every element of economic strength which in the past has contributed to speedy economic recovery is present to-day. Our status as creditor nation, our maintenance of an abundant export surplus, increase in our national gold reserve, absolute soundness of American currency and American Government finance, insure economic stability as they never have done before.

It is answered by the doubting prophets that the tribute which our claims as international creditor have drawn, and are drawing, from the outside world is one cause of Europe's economic distress. It also remains to be seen if our export balance can hold up against poverty in other countries and our high-handed tariff policy. The currency causes no misgiving, but in government finance the Treasury has already had to take in sail. Until this present fiscal year there had been no actual deficit in public revenue since the war.

THE arguments may seem evenly balanced, but Mr. Noyes observes that the optimistic arguments are based on time-tested principles, the pessimistic ones on financial movements of the moment. After all, he remarks, to what extent the inevitable reversal of the present trend will come in 1931 must depend largely on circumstances, and,

The best reason for expecting that these circumstances may be favorable lies in the very fact that our resourceful business organism has now had a full year for adjusting itself to an altered underlying situation which at the start had taken it by surprize.

'Ware the 'Gator Getters.—The Florida beach, and blue sea looked inviting to the tourist from the north, but before venturing out to swim, he thought to make sure.

"You're certain there are no alligators here?" he inquired of the guide.

"Nossuh," replied that functionary, grinning broadly. "Ain't no 'gators hyah."

Reassured, the tourist started out. As the water lapped about his chest, he called back:

"What makes you so sure there aren't any alligators?"

"Dey's got too much sense," bellowed the guide. "De sharks done skeered dem all away."—*American Legion Weekly.*

Two Guesses.—Dr. John Erskine went to lecture on Vergil at the University of Chattanooga. Dr. Alexander Guerry, president of the University, had never met Dr. Erskine, and when he went to the station to greet him, approached two men, mistaking each for his guest. Dr. Guerry told the educator about it, saying: "I asked one gentleman if he were Dr. Erskine, and he said emphatically, 'I should say not.' I asked a second man, and he said, 'I wish I were.' That shows at least one man has read your books." "Yes, it does," Dr. Erskine countered. "But which one?"—*Christian Register* (*Boston*).

Perils of the Deep.—The wife of a man who had enlisted in the Navy handed the pastor of a church the following note: "Peter Bowers having gone to sea, his wife desires the prayers of the congregation for his safety."

The minister glanced over it hurriedly and announced: "Peter Bowers, having gone to see his wife, desires the prayers of the congregation for his safety."—*Tit-Bits.*

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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

When the Bowlers Bowl.—Straws show which way the wind blows—also felts.—*Florida Times-Union.*

Slightly Shopworn.—"How old is your grandfather?"

"I don't know, but we have had him a long time."—*Lustige Zeitung (Cologne).*

Wake Me with a Kiss, Mother.—SAMBO—"When ah hits a fellow, he knows it."

RASTUS—"Big boy, when ah hits a fellow he don't know it till a week after."—*Cincinnati Enquirer.*

Take a Friend's Advice.—"That man wants me to lend him some money. Do you know anything about him?"

"Why, I know him as well as I know you. Don't lend him a bean, old man."—*Leeds Mercury.*

Gangway for the Shining One.—BREEZY—"Have you a good opening here for an unusually bright and energetic young man?"

BUSINESS MAN—"Yes, I believe we have—and please close it softly as you leave!"—*Utica Press.*

But Daddy's in the Dark.—THE PASTOR—"So God has sent you two more little brothers, Dolly?"

DOLLY (brightly)—"Yes, and He knows where the money's coming from; I heard Daddy say so."—*A. C. L. News.*

Wants Her Jazz Straight.—"Why is Mrs. Wombat disappointed?"

"She wrote for a *Congressional Record.*"

"Well?"

"She thought it was something she could play on the phonograph."—*Louisville Courier-Journal.*

Born Diplomat.—Little Betty had been allowed to stay up to dinner one night on the strict understanding that she should behave very well and not ask for anything on the table.

When dessert came all the guests were attended to, but she was overlooked.

She sat despondently for a time, and then was struck by a bright idea. She exclaimed in a loud voice, "Who wants a clean plate?"—*Montreal Star.*

New Moses Comes to Town.—

A child of any race or sect
Should treat its parents with respect.
He should not slap his mother's face—
Unless she fails to keep her place.
—*Akron Times.*

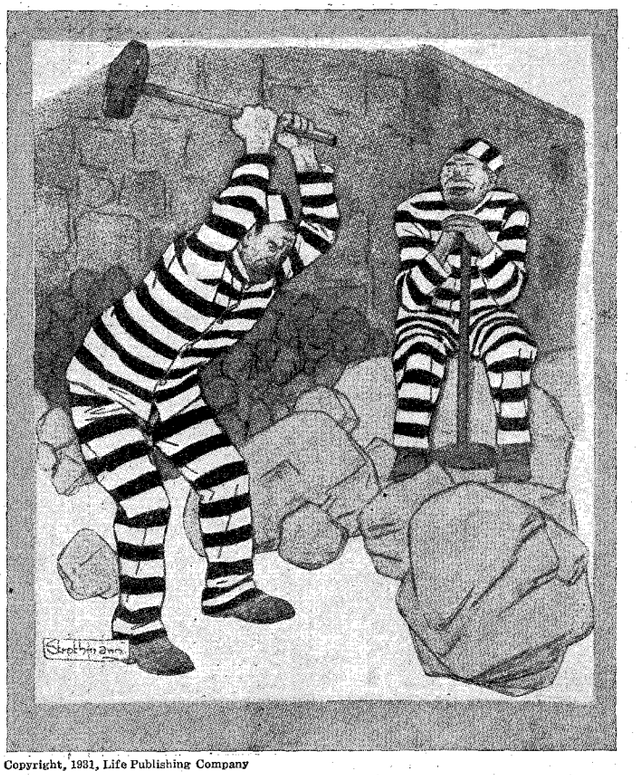
A child of any American pair
Should show regard to their gray hair.
And should in manner kind and meek
Let 'em use the car one night a week.
—*Florida Times-Union.*

Problem for Einstein.—Earth, a Texas hamlet, is going to move five miles to be nearer the railroad.—*Cincinnati Enquirer.*

Jangled Out of Tune.—We are told that certain musical notes prevent sleep. So also do certain promissory notes.—*Union Oil Bulletin.*

Meow! Ffft!—"Yes," said the mother, "my daughter is a great comfort to me."

"Well, personally, I prefer a daughter who is good looking enough to be a worry," retorted the catty one.—*Goode News.*



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"Just think, Mike, if we was outside we'd probably be unemployed."
—"Life."

A Humdinger.—Jones had occasion to reprimand his wife. "I think, dear," he said soothingly, "that you fib a little occasionally."

"Well, I think it's a wife's duty," was her response, "to speak well of her husband occasionally."—*London Answers.*

Those Not Nailed Down.—TEACHER—"Alfred, you may spell the word neighbor."

ALFRED—"N-e-i-g-h-b-o-r."

"That's right. Now, Tommy, can you tell me what a neighbor is?"

TOMMY—"Yes, ma'am. It's a woman that borrows things."—*Everybody's.*

Carideo Defying the Lightning.—"Has Josh learned much at college?"

"No doubt about it," answered Farmer Corntossel. "He tried to tell me something about a fight between Greeks and Trojans, but I told him he was wasting his time. What us home folks wanted to hear about was the football game."—*Washington Star.*

Slips That Pass in the Night

Bachelor Baby.—Fat, florid and forty-three, Woollcott was born in Phalanx, New Jersey.—*New York Telegram.*

Keeping in Practise.—Two, Accompanied by Women, Had Died Regularly in Hastings Resort.—*Peekskill (N. Y.) Evening Star.*

Haven for Fido.—No cooking of meals or pets of any kind allowed in the rooms.—*Sign in a hotel near Miami, Florida, spotted by a Slips fan.*

Triumph of Science.—For Sale—Combination gas range, wood heater and bed springs.—*Tacoma (Wash.) Times.*

Cold-Storage Party.—Please bring gifts suitable for chicken from the cradle up to fourteen years of age.—*Upper Sandusky (Ohio) paper.*

Warm Reception.—

FIENDS REUNITE
Riverside M. E. Church Plans Home-Coming Sunday.
—*Cincinnati Post.*

Prosperity Note.—The managers of the two Brunswick toy factories will put on night shirts next week.—*Credited "News Item" by the Rutland Daily Herald.*

Old-Timers.—There are still a lot of people who want Food with their meals.—*Sign in a restaurant at Horton, Kansas, as noted by a Spice of Life fan from Omaha.*

Coals to Newcastle.—Billy Petrolle is still warming his hells at his Duluth fireside.—*Duluth News Tribune.*

No Spik English.—

Fancy Texas Spinish. . 3 lbs. 19c.
—*Ad in The Newark Evening News.*

But Saturn Is Dryer.—Which planet is larger, Juniper or Saturn?

Juniper.—*Questionnaire in the Clarksburg (W. Va.) Telegram.*

Little Dears Not Very Dear.—The average price paid was, for children from 20 to 26c.: for turkeys, 23 to 26c.; geese, 20c.—*Kemptville (Ont.) paper.*

Rubbing It In.—I shall, in a special massage, lay before the Senate the protocols covering the statutes of the world court. HERBERT HOOVER.

The White House, December 2, 1930.
—*Salt Lake Telegram.*

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